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VOLUME 167, MAY 1991

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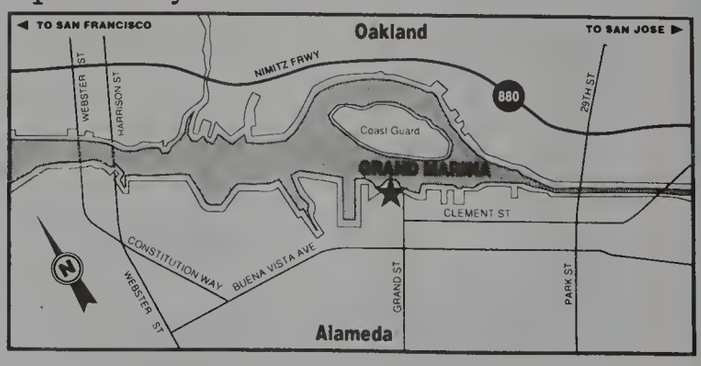
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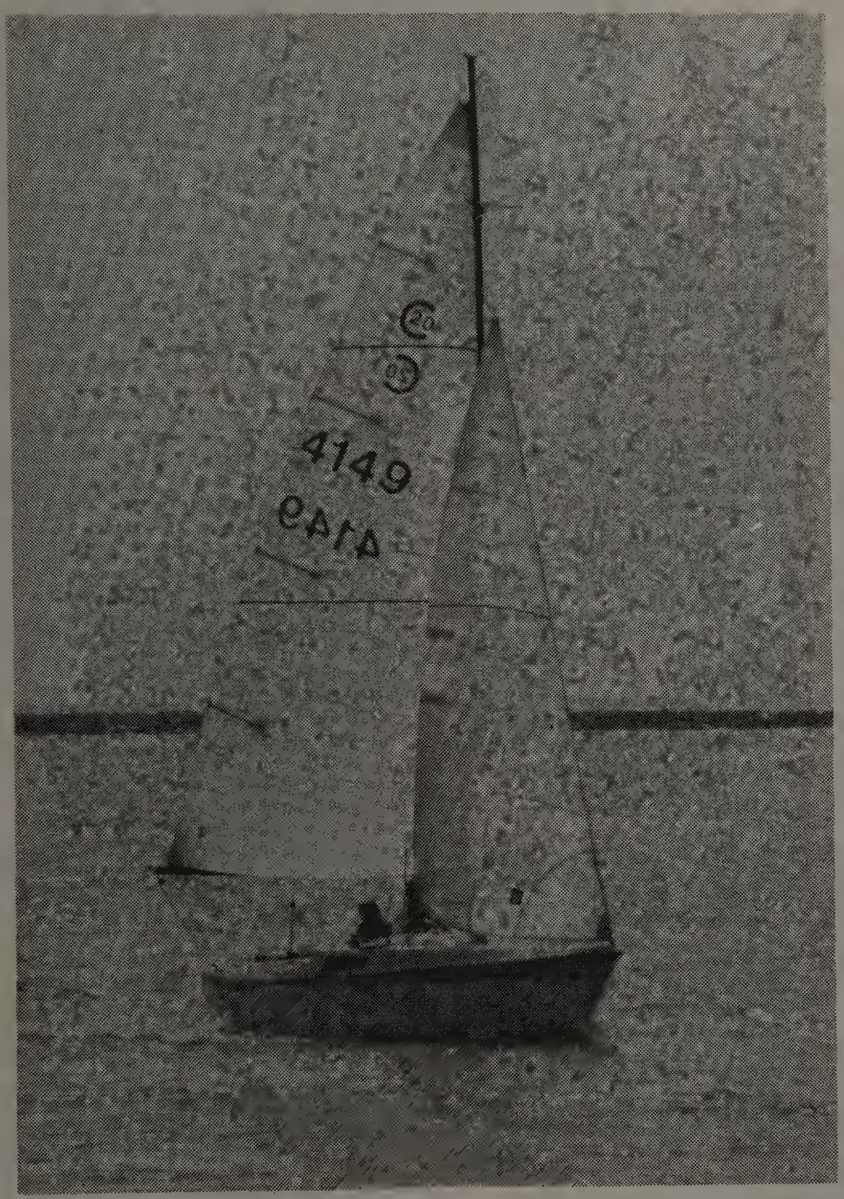
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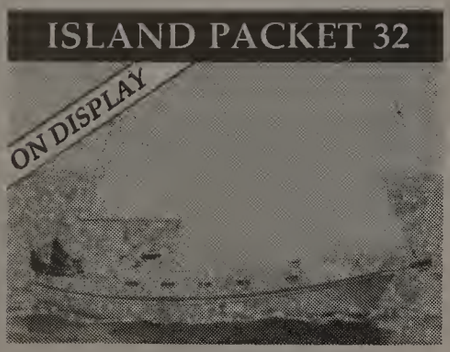
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We invite you to come to Passage Yachts on May 25th and get to know us, our boats, and our service department a little better. A large selection of sailboats will be on display. Demo rides will be offered on select models.

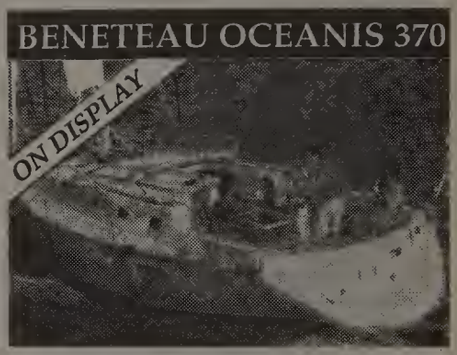




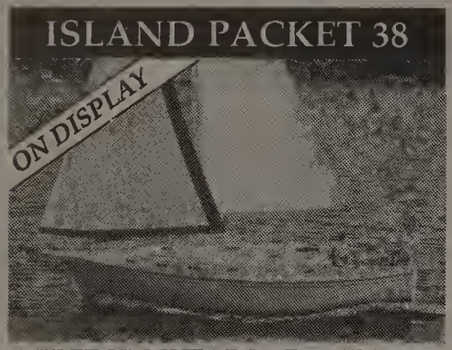
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27,28,32,35,38,44



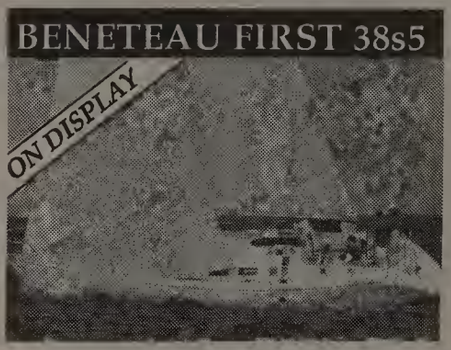
FIRST MODELS AVAILABLE
32s5,35s5,38s5,45f5,53f5



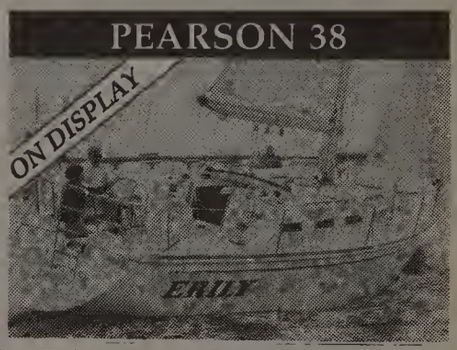
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PEARSON 37	dealer demo, save $40K
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ISLAND PACKET 38	super liveaboard
ISLAND PACKET 35	a perfect cruiser
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COVER PHOTO: *Latitude*/Rob *Pearl* with the pedal down. (Doublehanded Lightship Race)

Graphic Design: Karen Toms

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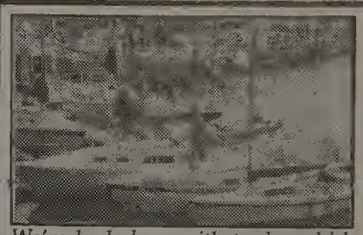
Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a west coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966. For more specific information, request writers' guidelines from the above address.

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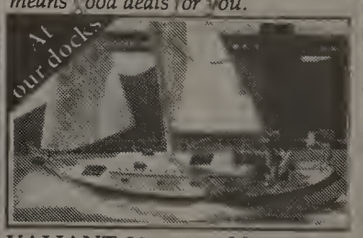
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53' MASON	325,000
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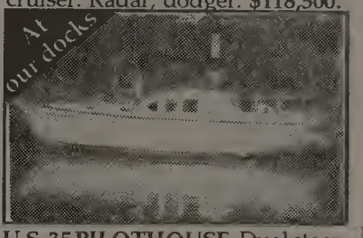
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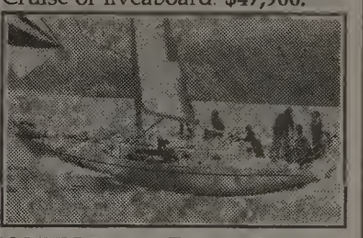
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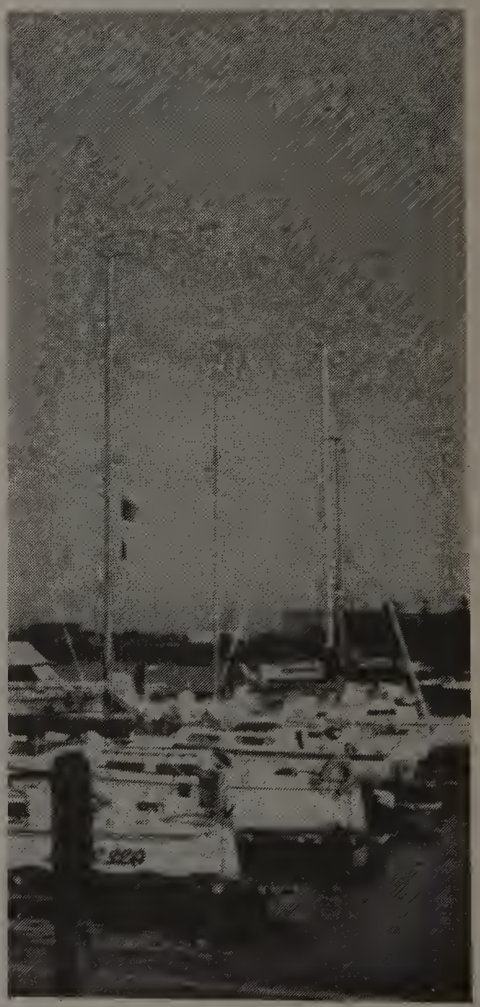
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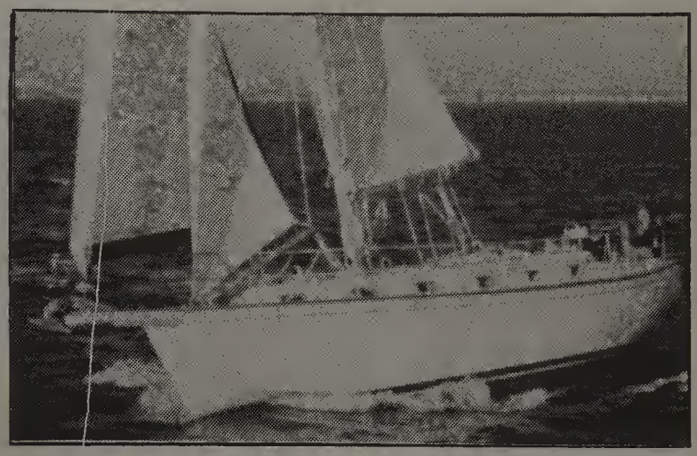
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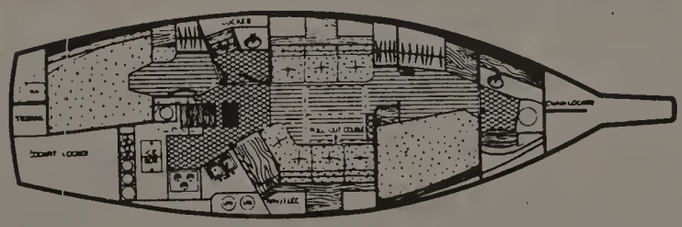
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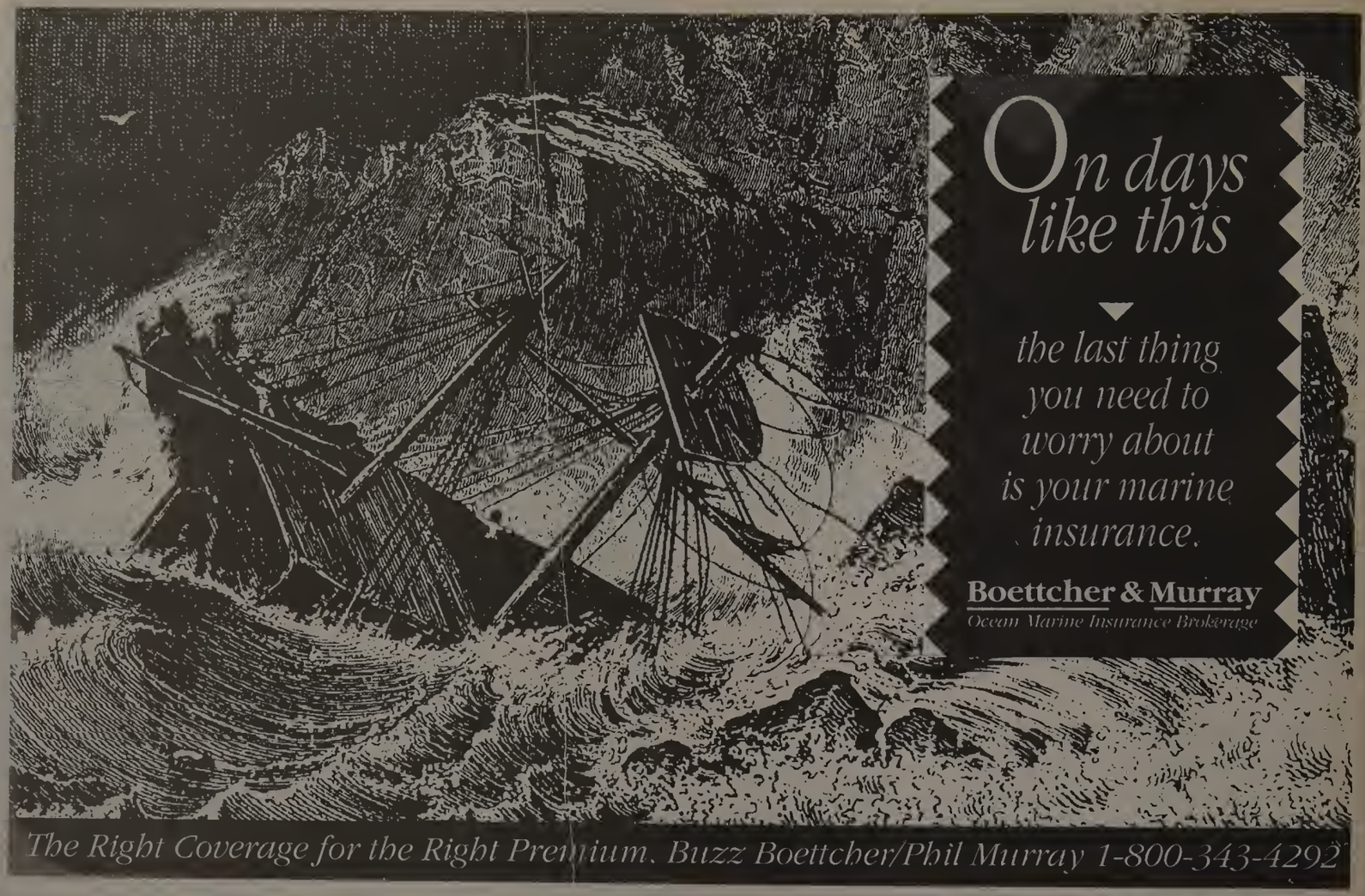
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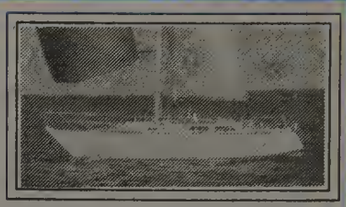
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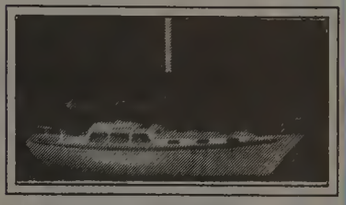
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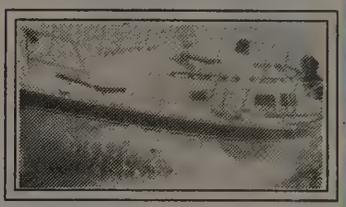
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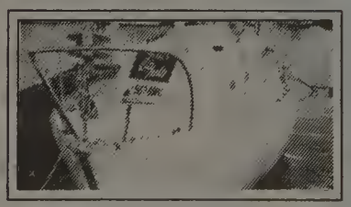
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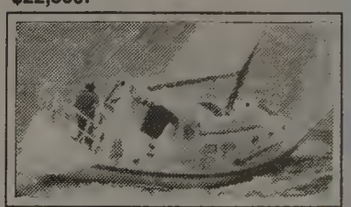
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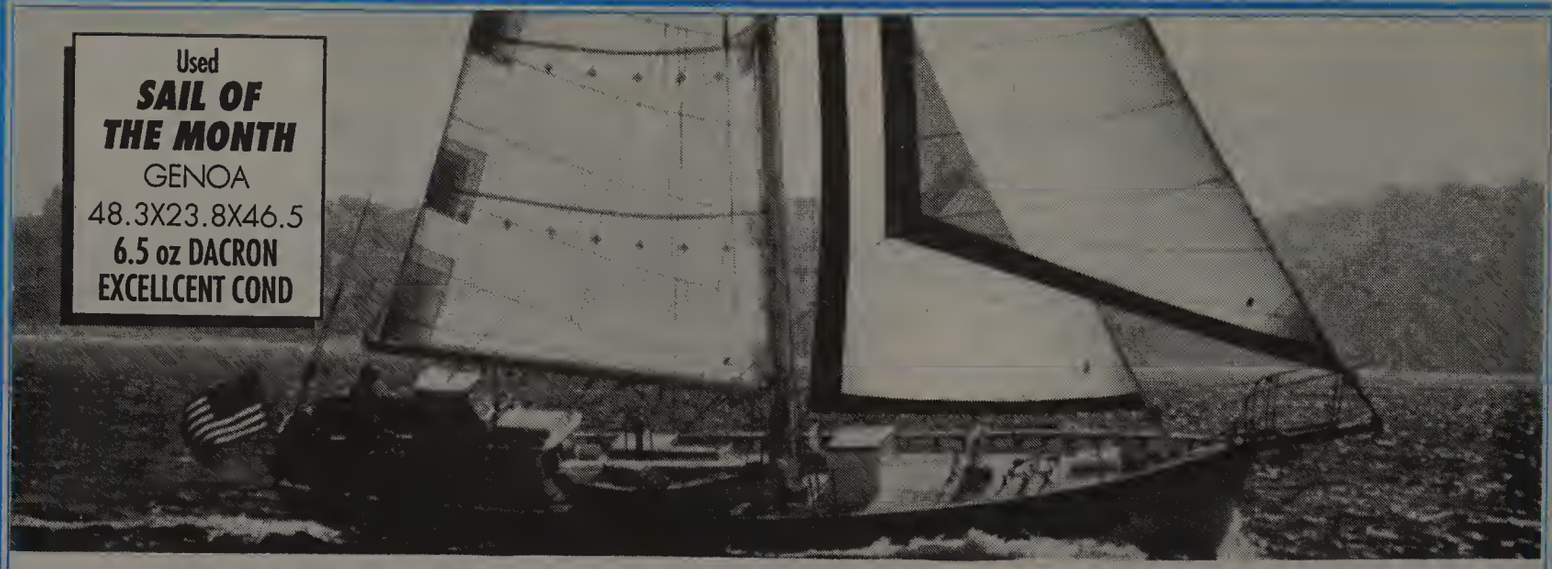


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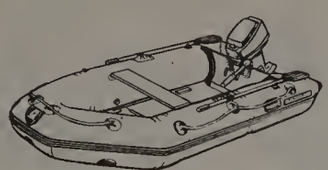
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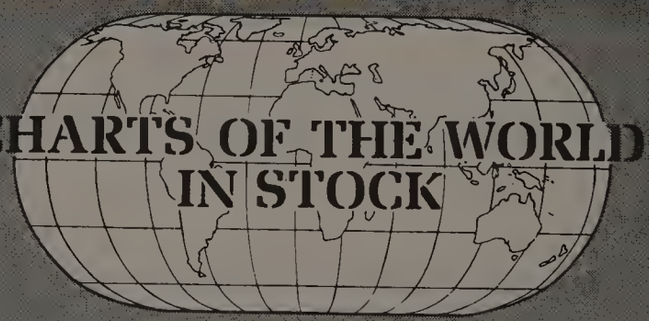
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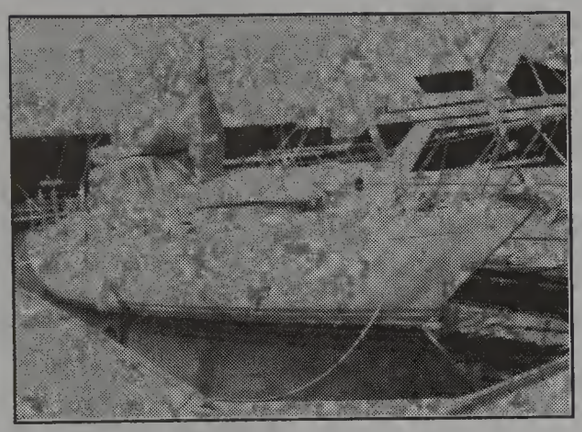
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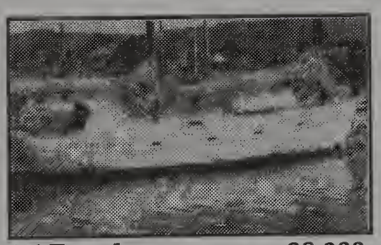


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1979. Stan Huntingford designed bluewater cruiser. She's the perfect size for the cruising couple and easy on the pocket book. Motivated owners need offers. At our docks. Asking 59,500.



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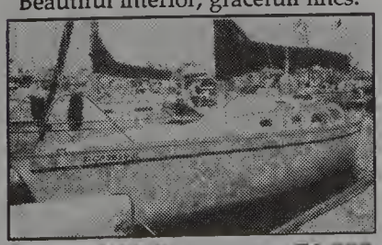
40' Freedom 88,000
Singlehanders dream



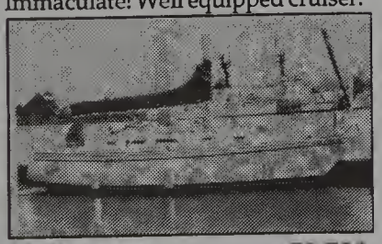
40' Cheoy Lee .....
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Legend 35.5 74,000
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29' LANCER 19,950	37' MASON 85,000
29' J BOATS ..... 2 from 27,500	37' IRWIN 47,000
29' ELITE 29,500	37' EXPRESS 115,000
30' ODYSSEY 16,900	39' CAL 74,000
30' BRISTOL 30,000	40' CHEOY LEE offshore ... 69,500
30' CAPE DORY 44,500	40' FREEDOM 88,000
30' FREEDOM 59,500	41' YANKEE CLIPPER 51,900
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33' HUNTER 28,500	
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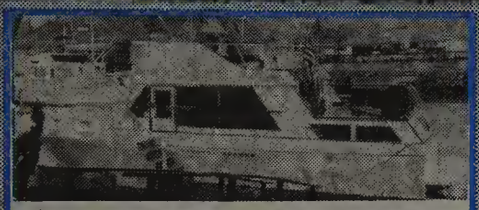


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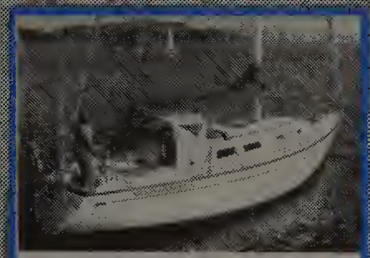


51' MORGAN, '77 3 staterooms, radar, roller furling, dodger, loaded, divorce farces. Sale $126,500.

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65'	MACGERGOR	2 from 110,000
55'	CLIPPER SCHOONER, 1975	125,000
51'	MORGAN, 1978	126,500
48'	CUSTOM CUTTER	75,000
48'	HANS CHRISTIAN, 1986	305,000
45'	COLUMBIA	2 from 75,000
45'	EXPLORER, 1979	100,000
45'	HANS CHRISTIAN, 1976	SOLD
45'	MORGAN, 1978	95,000
45'	MULL, 1981	179,500
44'	CSY, 1978	99,500
44'	HARDIN, 1979	99,000

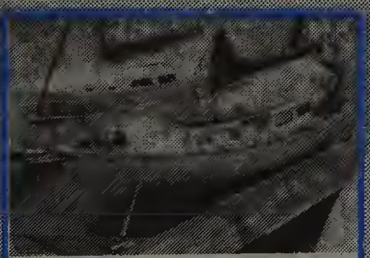


CAL 39, '79 Roller furling, windlass, dodger, AP. $59,500.

36'	ISLANDER, 1979	49,500
36'	ISLANDER, 1976	2 from 46,000
36'	J, 1981	2 from 69,000
36'	PEARSON, 1985	85,000
35'	ERICSON	32,000
35'	SANTANA	43,500
34'	HUNTER, 1983	49,000
33'	GUERNEY alum	56,000
33'	HUNTER, 1979	29,000
33'	HUNTER, 1981	32,000
32'	ARIES, 1981	37,500



40' LIDGARD', '82 Sailed here from New Zealand. Teak and Kauri cold molded for strength and performance. $67,000.



32' ARIES, '81 Dodger, windvane, windlass, furling, new soils, ready to cruise. $39,500.

38'	HANS CHRISTIAN, 1983	107,500
38'	MORGAN, 1979	66,000
37'	HUNTER, 1984	62,000
37'	TAYANA, 1978	79,000
37'	ISLANDER, 1968	49,500
37'	TARTEN, 1982	79,000
36'	HANS CHRISTIAN, 1975	62,000
36'	HUNTER, 1981	45,000

ERICSON 35, 1980
Diesel, wheel, spinnakers. $39,500

C&C 40, 1980
Bristol condition. **Reduced to $95,000.**

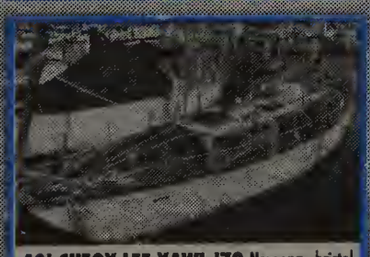


44' LAFITTE'80 Outstanding bluewater cruiser, will consider trades for RE or smaller boat. $139,950.00

POWER

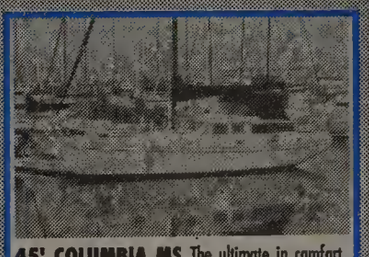
65'	FANTAIL YACHT	89,000
57'	CHRIS CRAFT	169,000
53'	BLUEWATER, 1981	160,000
51'	BLUEWATER, 1984	159,000
50'	DEFEVER	185,000
50'	CHRIS CRAFT, 1960	115,000
49'	ALBIN, 1980	165,000
48'	DUTCH BARGE, 1950	64,500
45'	GALLERT, 1986	189,000
43'	CAL FB, 1984	185,000
43'	PRESIDENT, 1983	160,000

44'	LAFITTE, 1980	139,500
44'	MARTIN BROTHERS, 1951	56,000
43'	HANS CHRISTIAN, 1977	125,000
42'	COOPER, 1981	109,000
41'	FREEPORT, 1976	89,500
41'	FREEPORT, 1978	73,900
41'	MORGAN	78,000
41'	RHODES, 1966	60,000
40'	LIDGARD, 1982	65,000
40'	RHODES, 1939	22,000
40'	C&C, 1981	95,000
40'	MOTIVA STL PH, 1981	85,000
40'	VALIANT, 1978	98,900
40'	WORTH, 1984	105,000
39'	CAL	59,500
39'	CAVALIER	95,000
39'	FREYA	67,500
39'	LANDFALL, 1978	75,000
38'	FARALLONE, 1959	25,000



40' CHEOY LEE YAWL '72 New eng., bristol cond., teak decks, autopilot, refrigeration, radar, full boat cover. $69,500.

32'	GULF, 1982	56,000
32'	WESTSAIL	3 from 49,500
31'	VINDO, 1974	41,000
30'	BRISTOL, 1973	30,000
30'	ERICSON, 1986	45,000
30'	ISLANDER	2 from 20,000
30'	PEARSON 303	48,000

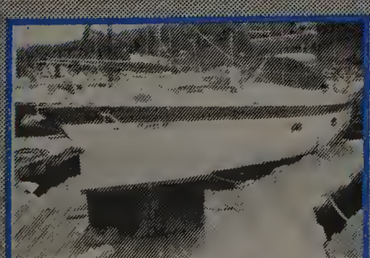


45' COLUMBIA MS The ultimate in comfort. Radar, autopilot, luxurious owner's stateroom. Roller furling main and Jib. Estate sale. Make offer $75,000.

35' C&C '84
9 Headsails, 3 Spinakers, Avan w/O.B., Dodger, Refrigeration, Hydraulics. List $72,000.



37' RANGER SPECTACULAR CUSTOM INTERIOR, solid teak sole, teak headliner, custom cabinets. $47,000.



39 FREYA, '84 Barient self-tailing winches; 90%, 130% & spinnaker; 160 hrs. on Yanmar dsl. $67,500..

43'	TROJAN, 1986	310,000
42'	CALIFORNIAN, 1986	211,000
42'	UNIFLITE, 1984	169,000
42'	RICHARDSON, 1965	55,000
41'	PT TRAWLER, 1983	128,000
40'	CRUIS-A-HOME, 1975	58,000
40'	SILVERTON, 1983	119,500
37'	HERSHINE	61,000
36'	SEDAN TRAWLER, 1983	66,000
35'	GOLDEN GATE, 1979	59,500
33'	CHIEN HWA, 1978	55,000
32'	CARVER	94,500
32'	UNIFLITE, 1979	57,400
31'	CRUIS-A-HOME	39,000
30'	WILLARD, 1974	40,000
25'	DANISH TRAWLER	22,500

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CUSTOM NELSON/MAREK 36
'82. Hot Betts built aluminum IOR racer, highly acclaimed with very impressive race record. Clean. An absolute steal at $23,500. Firm.



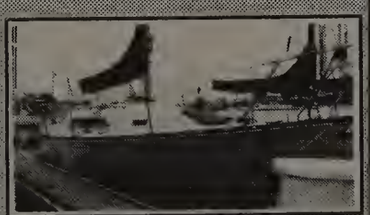
PEARSON 30, 1985
A very nice, clean, comfortable performance cruiser for the family. Diesel, electronics, H/C pressure water. $44,000.



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Spacious, lively, well designed family performance cruiser. $74,900/Offers.



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C & C 29, 1986
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ISLANDER 36, 1978
Enjoy the comfort of this clean and comfortable Islander. Deisel, refrigerator w/freezer, roller furling. An opportunity to soil now at $42,000.



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This quality Canadian performance cruiser is very well equipped. Diesel power, autopilot, DS, VHF, 4 soils including 100, 150, storm. $49,500.

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On the Harbor – Santa Cruz

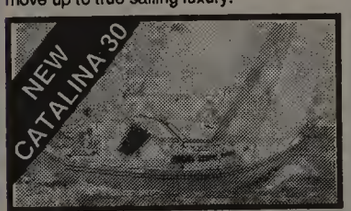
We're happier than ever to report that our business continues growing with new customers finding us and enjoying the way we do business. People from all over the Bay Area are driving, what to many may appear a long way, to receive the kind of service and support that O'Neills has provided for years. We of course always offer this service to our current customers and would like to offer it to you, our new customers, whether you're buying or selling. We know when you get to Santa Cruz, you'll relax, enjoy your visit and you'll have found a better way to buy a boat.



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CATALINA 34
Tried and true, one of the most popular boats Catalina now offers. Come see why at O'Neill Yachts.



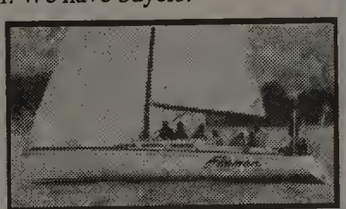


BROKERAGE

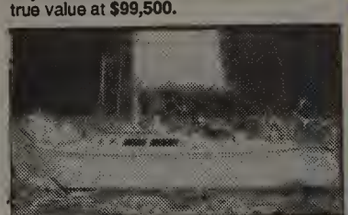
Seriously looking for brokerage listings.
Large power and sail. We have buyers.

Hobie 21, incl. spinnaker & trailer	$ 8,900
Moore 24, two from	$ 7,900
Cal 2-25, diesel	$14,900
Newport 27	$15,500
Catalina 30, Impeccable/diesel	$35,800
Cal 31, 1979, low hours on diesel	$31,500
Cal 33, '88, bristol, $105K invested	$68,900
Cal 2-29, 1976, wheel and diesel	$17,500
Catalina 34, little use/90 hrs only!	$61,350
Catalina 36, must see!	$64,500
Cal 39, Mark III, aft cabin model	$69,500
Santa Cruz 40, no other as clean!	$99,500

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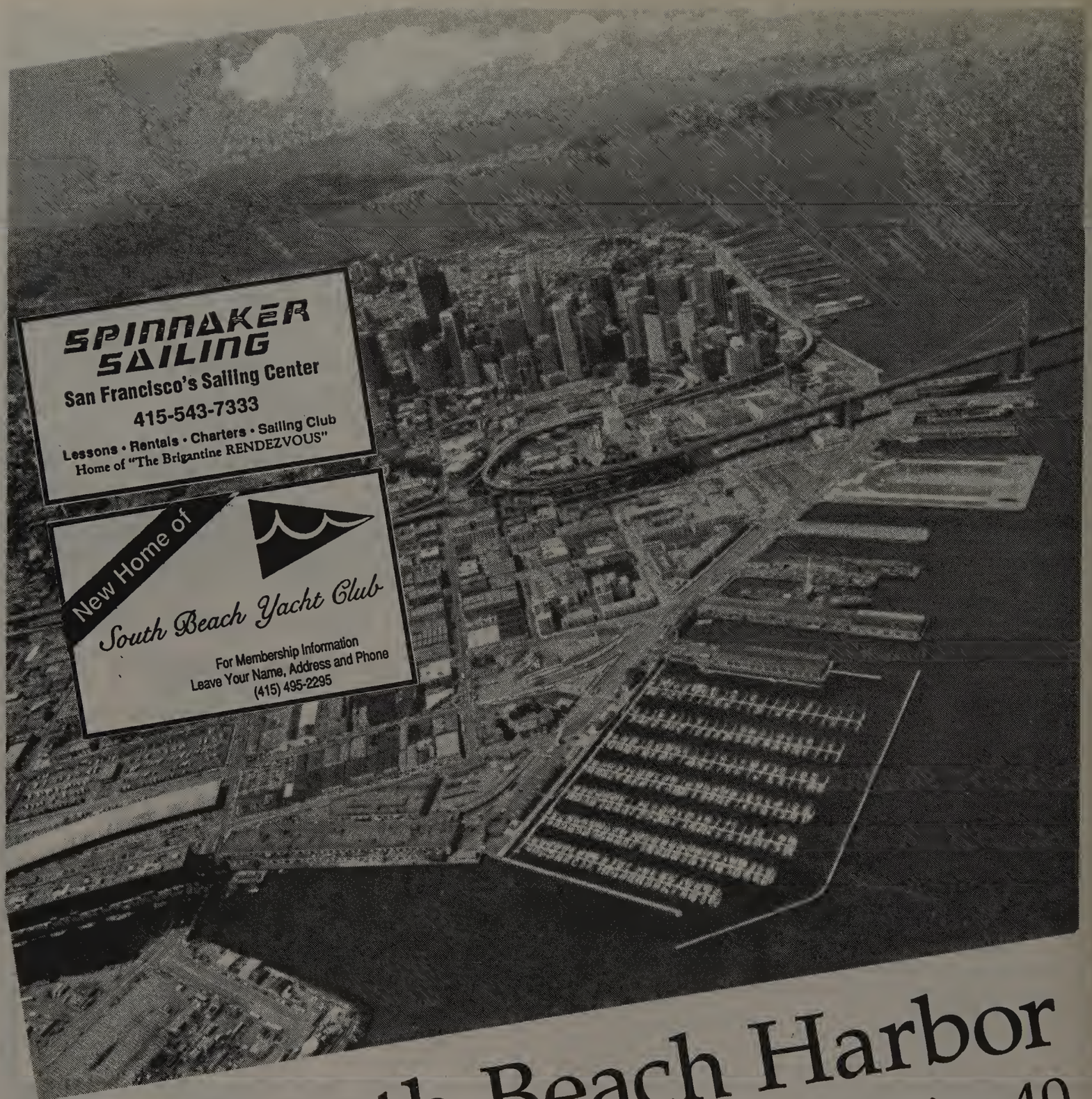
SANTA CRUZ. The most Impeccable "40" on the market today! $15,000 invested in the past 12 months. She sports a triple-spreader rig and a four cylinder diesel. Fine sail inventory and an electronics package included. A true value at **$99,500.**



CATALINA 34, '88. Bristol condition, Loran, full elect., roller furling. **$61,300.**

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CALENDAR

Nonrace

May 1-5 — San Jose Outdoor, Boat and RV Show at the Santa Clara County Fair and Exposition Center (San Jose). Bill Cutts, 494-8097.

May 2 — "Hot New Electronics for Boats", a seminar by Chuck Hawley. Free, but limited seating. Scheduled for 7 p.m. at the following West Marine Products stores: Oakland (5/2), Sausalito (5/8), Santa Cruz (5/9), Palo Alto (5/21) and South San Francisco (5/22). Susan Altman, (408) 761-4264.

May 3 — "Family at Sea: A 15-Year Journey", a free slide-illustrated presentation by Harry and Maradee Abbott about the voyages of their trimaran *Antigone*, which met its demise in Hurricane Hugo. Stockdale Marine Theatre; 7:30 p.m.; call (916) 332-0775 for more info.

May 3-5 — Discovery Bay Lions Club Eighth Annual Boat Show at Discovery Bay Marina. Bob Gromm, 684-2117.

May 4 — Vessel Examination Day on the Sausalito waterfront. Meet the Coast Guard on your terms at one of four Sausalito marinas (Madden's, Pelican, Schoonmaker or Clipper). No penalties — just sound advice and answers to your questions. Call 485-0952 to reserve an inspection time or to get more information.

May 4-5 — Ericson 27 Fleet cruise to San Francisco's Aquatic Park. Craig Haggart, (408) 739-1904.

May 6 — ESPN coverage of the America's Cup. Check local listings for time.

May 10-12 — DeltaFest RV & Boat Show. New and used boats at Tower Park Marina in Lodi. Bonny Fergusson, (209) 369-1041.

May 11 — Raft-Up for Freedom Yachts at Treasure Island's Clipper Cove. "An opportunity to talk to other Freedom owners, compare notes and generally have a good-time afternoon," writes Dick Munday, (408) 245-2846.

May 11 — Junior Women's Laser (and Laser Radial) Racing Clinic at Sausalito YC. A free clinic whose purpose is "to promote and encourage participation in the Junior Women's Championship for the Leiter Cup at SYC on August 10-15." SFYC's Bill Eshelman will instruct this all-day free clinic. Limited to the first 20 applicants; call Vicki Sodaro (332-4104) to reserve a place.

May 11 — Marine Flea Market in the Sausalito West Marine Products parking lot. 9 a.m. kick-off. Bobbi or Rann, 332-0202.

May 11 — Marine Swap Meet at Point San Pablo YC (700 W. Cutting Blvd., Richmond). Seller $5; buyers free; 8 a.m to 3 p.m.; Gale Simon, 232-4645.

May 11 — Live ESPN coverage of the IACC Worlds.

May 12 — Mother's Day. Do the right thing.

May 16 — Basic Electronics Seminar, Part One. Conducted by Tom Hieronymus (Baytronics) at Metropolitan YC; 7:30 p.m.; "finger food" available; Part Two will be held on May 23; free, but limited seating; RSVP, 536-7540.

May 17 — Coastal Cruising Lecture featuring West Marine's illustrious "Boat Doctor", aka Chuck Hawley. At Encinal YC from 8-10 p.m.; free; all sailors invited. Sponsored by the Catalina 30 fleet; Seth Bailey, 521-4780.

May 25-27 — Balboas on the Bay, Part II. The second annual gathering of Balboa boats up at the Vallejo Municipal Marina. Other small boats are invited, too, for this low-key weekend of racing, barbecuing and wine drinking. Paul Wagner, (707) 255-7666 (work).

May 26, 1941 — Fifty years ago today, the German battleship *Bismarck* was sunk 400 miles off the coast of France in one of the most important naval actions of World War II. Germany had planned to use the 45,000-ton behemoth to raid Atlantic shipping lanes; instead, the *Bismarck* was hunted down and destroyed by British battleships and airplanes after a 1,750-mile chase.

June 27, 1898 — Joshua Slocum, age 54, sailed *Spray* into

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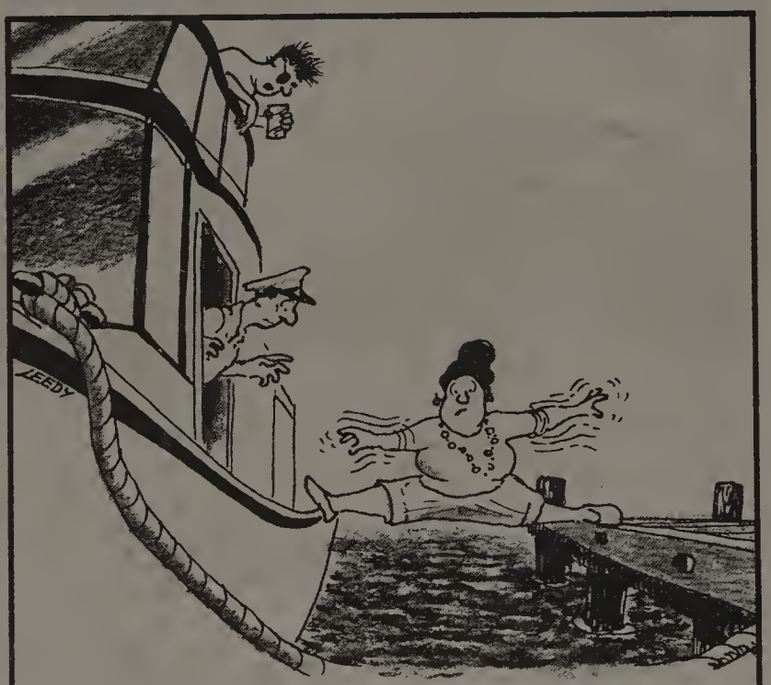
Learn to maintain and repair boat equipment for extended cruising; more on your diesel, outboard repair and maintenance, electricity, boat wiring, outboard generators, refrigeration, head rebuilding, and pressure water systems.

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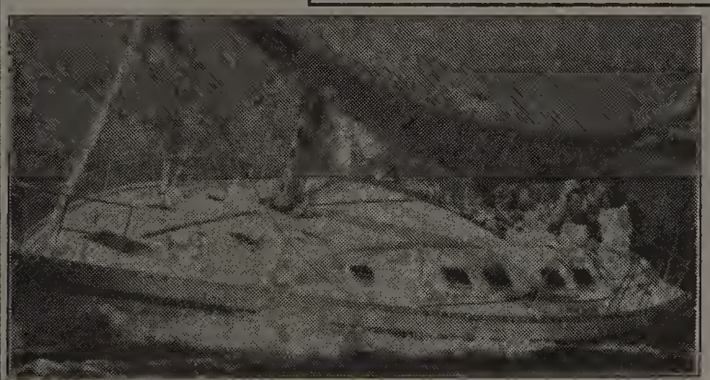


THE NEW J/39 OFFSHORE ONE-DESIGN OFFERS THE BEST OF ALL WORLDS. IT WINS IMS, CHS AND PHRF, TOO.

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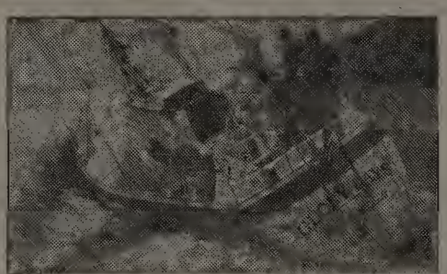
~ See The Boats at Our Dock ~

Featured Brokerage Opportunities



BENETEAU 45f5

A custom project by Chris Corlett. Delivered just prior to 1990 Big Boat Series, this true racer cruiser was race optimized with faired hull, keel and rudder, and customized deck layout and hardware. BBS class winner with very complete race and cruise inventory. Better than the day it was delivered, can now be purchased below replacement value given price increase and no luxury tax!



WAUQUIEZ PRETORIEN 35

If you've never seen one you shouldn't miss seeing this one. A high performance racer/cruiser with a PHRF of 132, this very well equipped yacht took 1st Class B in the 1990 Pacific Cup. Beautifully designed, elegantly appointed, this well constructed vessel will take you anywhere in comfort and style. You can't win more comfortably. Well equipped for racing and cruising, she's got 3 Sobstad Genesis headsails, 2 mains, cruising sails, spinnakers, h/c pressure water, propane, anchors, Loran, SatNav, AP and much more! At $79,500 she's a bargain at twice the price and we mean it. You ought to have a look.

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We specialize in the Bay's best one-design fleets. We have the boat and fleet for you!

* Denotes active Northern California One-Design Fleet

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- 25' Santana '79 8,500
- 26' Capo '84 20,000
- J-27, '85 24,000
- * 27' Express '83 23,000
- * J-29, '83, '84 ..... 2 frm 25,000
- * J-30, '79 36,000
- 30' CS, '86 49,000
- 8.7 Meter Columbia '77 19,950
- * J-35, '84 74,500
- 35' Pretorian '82 79,500
- * 35' Santana '80 38,500
- 36' Peterson '76 23,000
- 36' Morgan, n/m 59,500
- J-36 '81 55,000
- * 36' Islander '72-76 .... 3 frm 38,500
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- 37' Schumacher '86 ..... Call
- 40' C&C 95,000
- 40' Wilderness 64,500
- 41' Challenger 58,500
- 43' Gib Sea 159,000
- 43' Amphrite 148,000

POWER

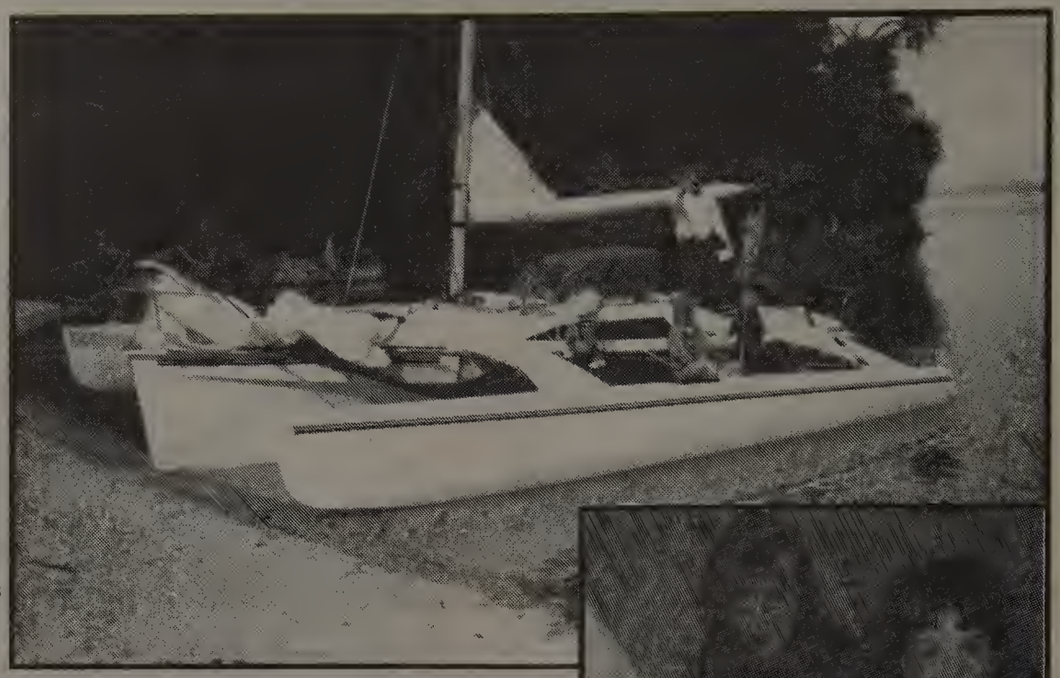
- 24' Bayliner '87 22,000
- 30' Monterey Bay 59,000
- 32' Chris Craft, '61 16,000
- 34' Nautiline, '73 25,000
- 37' Golden Gate 63,500
- 38' Chris Craft '62 45,000
- 43' President '81 150,000
- 46' Chris Connie 55,000
- 57' Chris Connie 165,000

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F-27 The Family Cruiser



Expand your horizons in an F-27. Sail the Bay on Saturday, Tahoe on Sunday. Fly from Stockton to the South Tower and back again in 22 hours. A great one-design racer. It's faster than a J-35 or Express 37 upwind. Blow off a Santa Cruz 50 downwind. Take your two weeks and sail the San Juans, or race the Ensenada, Mexico Race and get back to work in a weekend. The possibilities are endless. The F-27 is easy to sail – easy to trailer. Two people can handle her in any condition and she's a speed demon! Feel her lift and accelerate in the slightest breeze. But guess who's buying the F-27 – not racers but cruisers. Experienced cruisers. People who have found they weren't using their big cruising boats very much. It just took too much time and too many hands. They like the simplicity of the F-27 – the ease of trailering. They have found that their family enjoys sailing places they have only talked about going to, and they didn't have to quit their jobs to go there. Join them – expand your horizons. Call us for a demo.

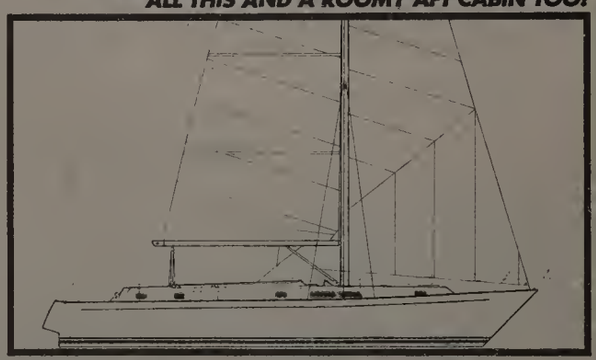


ALL THIS AND A ROOMY AFT CABIN TOO!



TASWELL 43, 1989. Better than brand new. Owner says "move the boat". This is an unbelievable opportunity. The boat has most of the factory options – diesel heat, refer, furler, great electronics. Replacement value $289,000 - He has reduced the price to $199,000. And guess what . . . NO 10% FEDERAL LUXURY TAX!

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World cruiser equipped to the teeth. Refrigeration, generator, anchor windloss and much more.
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365 PEARSON 59,500
38' ERICSON 68,500

- 43' TASWELL 199,000

44' PETERSON aft cabin .. 110,000

- 45' COLUMBIA 98,000
- 45' FUJI, ketch 145,000

45' FUJI 99,000
60' "ANA MARIA" 95,000

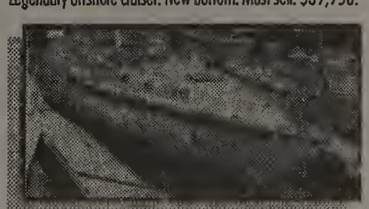
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ORION 27. Very sharp – new brightwork. 1980. Legendary offshore cruiser. New bottom. Must sell. $39,950.



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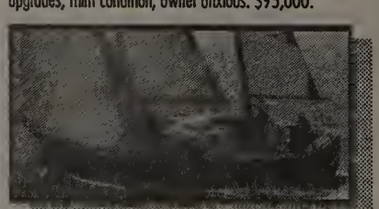
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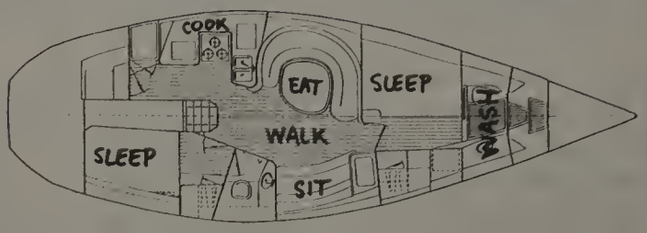
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★ *This is a no-obligation-come-give-it-a-try opportunity.*
★ *All of our stock boats, demonstrators, and used models (from the liveaboard Morgan 45 to our 22' trailer-sailers) will be open and on display for your inspection.*

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Larger aft galley, larger aft cabin, more storage throughout, improved U-shaped dinette, faster, bigger, stronger, EXCELLENT liveaboard interior...
...same price as the out-dated model...WONDERFUL!

CATALINA/YACHTS
22 • 25 • 27 • 28 • 30 • 34 • 36 • 38 • 42

MORGAN MARINE
41 • 45

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★ **1991 Catalina 28**...almost as roomy inside as the ever-popular Catalina 30...$41,995.00
★ **1991 Catalina 30**... even roomier than the new Catalina 28. Dealer demo must go...$55,900.00
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★ **1989 Catalina 42**...Any offers between $108,000 and $110,000 will be accepted. 3 double cabins.

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32' ERICSON, 1970	23,500
31' CAL, 1979	29,500
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30' NONSUCH, 1981	52,500
26' NONSUCH, 1987	59,000
26' NONSUCH, 1982	45,000
30' CATALINA, 1983	34,500
30' CATALINA, 1981	28,000
30' CATALINA, 1980	26,500
30' CATALINA, 1978	24,900
30' CATALINA, 1978	20,500
30' O'DAY, 1977	25,500
30' CORONADO, 1970	15,950
27' CATALINA, 1986	19,900
27' CATALINA, 1981	15,000
27' CATALINA, 1977	9,000
27' CATALINA, 1976	OFFERS
27' CATALINA, 1975	7,700
27' COLUMBIA 8.3, 1977	16,900
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25' CATALINA, 1979	9,500
25' O'DAY 1976	8,000
23' MERIT, 1985	4,000
22' CATALINA, 1977	6,900
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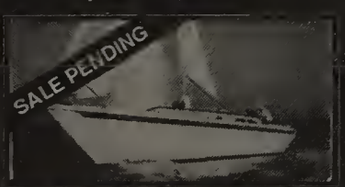
CATALINA 36. LIVEABOARD INTERIOR, EXCELLENT SAILER. 2 FROM $58,500.



CATALINA 34 '88 THE BEST LISTING WE'VE GOT, LOADED, CLEAN. $63,700



NONSUCH. AIN'T NOTHIN' LIKE 'EM. 4 FROM $45,000, 3 FROM $52,500, 2 FROM $59,000, 1 AT $95,000



ERICSON 35. '75. DIESEL, TRADITIONAL INTERIOR, 8 SAILS, SPINNAKER GEAR, LOTS & LOTS OF GEAR. $34,995.



CATALINA 27. NEW LISTING 1986. READ PAGE 143, APRIL '91 LATITUDE 38 AND CALL.



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27' CATALINA, '77	11,995
27' CATALINA, '75 dinette	13,000
27' CATALINA, 1976	13,995
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29' ERICSON, 1972, Loaded	18,995
29' RANGER, '71 Mint	18,995
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30' CATALINA, 1982	Pending
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JEANNEAU 36



JEANNEAU 37



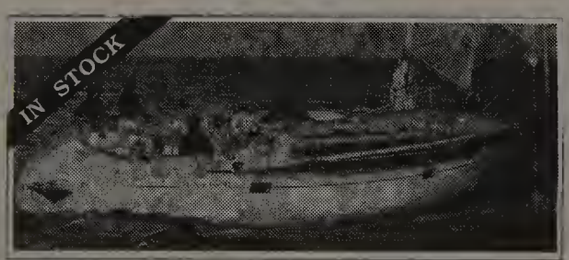
Reintroducing The **ERCISON 34**
By Pacific Seacraft



JEANNEAU 42



JEANNEAU 44



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ERICSON 28



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PARTIAL INVENTORY

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26'	CHRYSLER	'77	14,950
27'	SANTA CRUZ	'78	11,500
27'	C&C	'73	17,950
27'	JEANNEAU	'84	22,900
27'	ORION	'80	34,950
28'	ISLANDER	'77	21,900
28'	ISLANDER	'81	22,900
28'	ERICSON	'81	27,900
29'	ERICSON	'73	16,950
29'	CAL 9.2	'81	24,950
30'	BRISTOL	'73	29,750
30'	ISLANDER	'82	31,400
30'	ERICSON	'83	34,950
30'	ERICSON	'84	39,500
30'	FREEDOM	'87	59,500
31'	ERICSON INDEPEN.	'71	39,950
31'	HUNTER	'85	39,900
31'	PEARSON	'79	28,950
32'	ERICSON	'89	76,950
32'	FREEDOM	'85	59,900
34'	CREALOCK	'88	104,950
34'	HUNTER	'86	62,500
34'	HUNTER	'83	39,500
36'	COLUMBIA	'68	34,200
36'	CHOEY LEE	'69	49,750
36'	FREEDOM	'87	89,500
36'	CS	'81	59,950
36'	LANCER	'83	51,950
36'	UNION	'85	65,000
37'	CREALOCK	'80	109,950
37'	TAYANA	'77	78,000
38'	ERICSON	'82	74,950
38'	ERICSON	'82	79,950
38'	PEARSON 385	'84	109,950
38'	SIRENA	'84	65,750
39'	HANS CHRSTN PH	'83	149,000
40'	SANTA CRUZ	'82	85,000
41'	CHOEY LEE	'65	87,000
42'	PASSPORT	'84	219,500
45'	PASSPORT	'81	157,400
45'	JEANNEAU	'85	149,000
46'	LIBERTY 458	3 FR	179,000
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56'	MAPLE LEAF	'80	195,000
56'	DIANA (MULL)	'85	395,000

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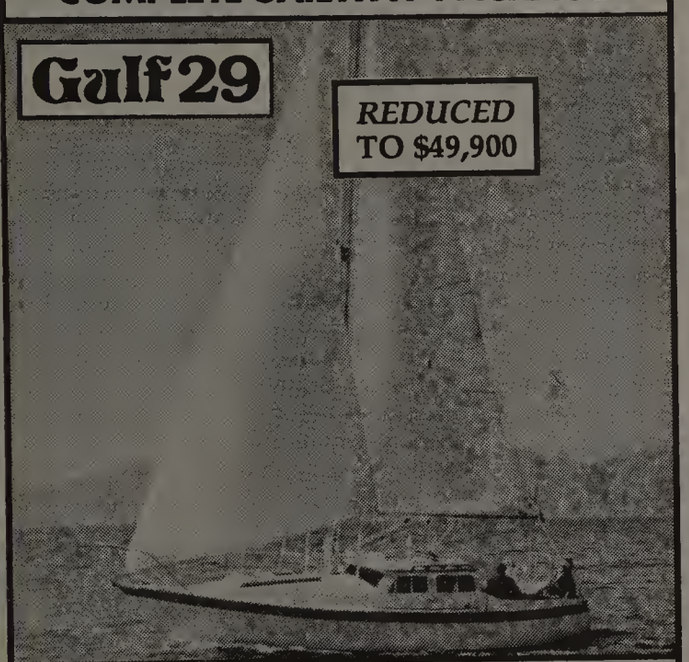
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Gulf 29

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newport 27', 28', 30', 33', 41' & P/H 33', 38'
Gulf P/H 27', 29', 32' & 39'



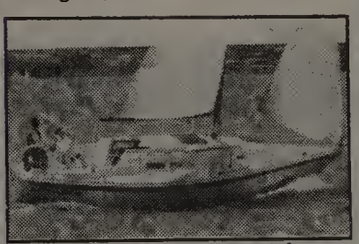
52' TAYANA CUTTER, 1989 Like new, loaded for deep water cruising. **Asking $295,000**



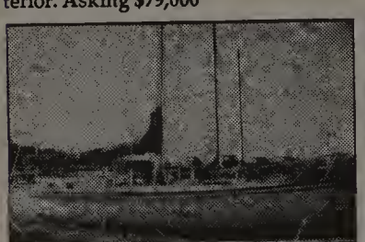
28' NEWPORT, 1981 Clean, deisel, dodger, 2 jibs. **Asking $20,000**



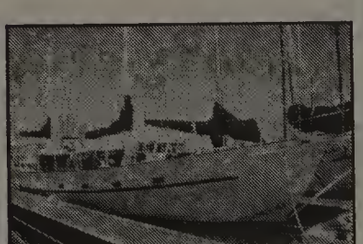
37' TAYANA CUTTER, 1977. Beautifully groomed; traditional warm teak interior. **Asking $79,000**



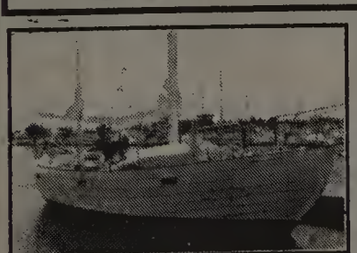
30' Ericson, 1974. Cleanest and sharpest on the Bay. **Asking $18,000.**



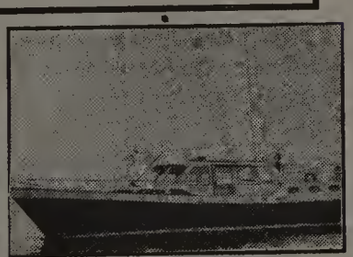
39' FREYA, 1985 Outstanding Ocean-going vessels built and berthed in Bay Area. **2 from $67,000**



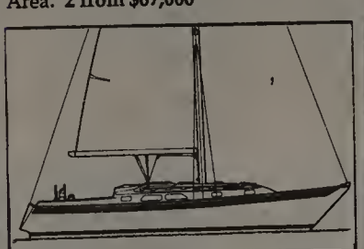
62' STEEL KETCH 1979. Spacious, ready-to-cruise, recently refitted. **Asking $179,000; Trade Considered.**



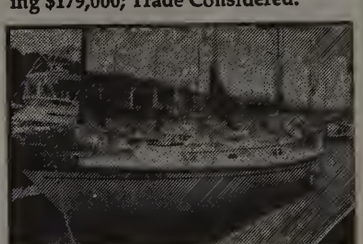
37' SWEDISH STEEL KETCH, 1968. Proven ocean cruiser! Unique lapstrake construction, tough & seaworthy. Warm interior, hull protected by cathodic system. **Asking $50,000.**



40' DANISH STEEL PILOTHOUSE KETCH, 1981. Tough, proven, sound ocean veteran. **Asking $89,500.**



34' ERICSON, 1987 Like new, loaded; furling jib, loran. **Asking $89,500**



PEARSON 365 KETCH, 1979. Surveyed 6/90; yacht in great shape. **Asking $52,000.**



25' PACIFIC SEACRAFT, 1977. Rugged full-keel double-ender, diesel. Clean, ready to cruise. Surveyed 10/90. **Asking $18,900.**



HUNTER 37' Cutter, 1984. Cruise or liveaboard. Very clean, comfortable & loaded. **Asking $59,000.**

SELECTED SAILBOAT BROKERAGE

25'	PACIFIC SEACRAFT, '77	18,900
28'	NEWPORT II, '81	20,900
30'	PEARSON, '73, new engine	22,000
30'	PEARSON FLYER, '80	22,500
31'	VINDO, (Finnish), '74	41,000
32'	ISLANDER, '76	39,500
32'	PEARSON VANGUARD	23,000
32'	FUJI ketch '76	39,900
32'	COLUMBIA (9.6M),'79	29,000
32'	GULF PILOTHOUSE, '82	55,900
33'	HUNTER	2 from 30,000
33'	SWIFT (custom) sloop, '79	49,000
34'	HUNTER, '85	49,000
35'	FANTASIA sloop, '77	69,500
35'	SANTANA	2 from 35,000
36'	FREEDOM sloop, '87	90,000
36'	COLUMBIA (diesel), '69	39,000
37'	RASMUSSEN (diesel) '29	49,000
37'	SPAULDING sloop, '49	50,000
37'	TAYANA, 77	74,000
38'	ERICSON, '82	2 from 67,000
39'	FREYA	2 from 67,000
40'	WORTH sloop, '84	105,000
40'	STEEL BELGIAN ketch, '76	80,000
41'	ISLNDER FREEPORT	2 from 70,000
41'	MORGAN O/I, '73	70,000
41'	CORONADO,' 72	asking54,000
42'	GARDEN ketch, '77	99,000
44'	CHEOY LEE ketch, '81	99,000
46,	GARDEN ketch, '73	132,000
47'	PERRY cutter, '81	119,000
53'	ROBERTS STEEL ktch, '80	159,000
60'	GAFF cutter, 1911	95,000

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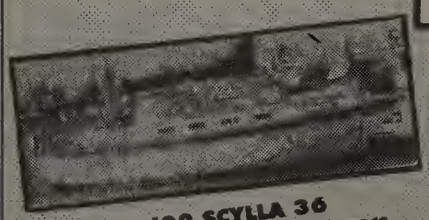
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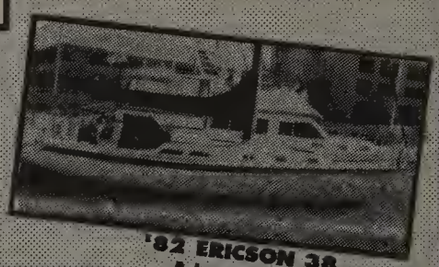
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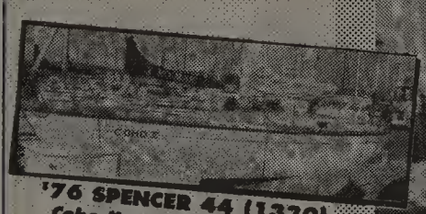


'82 SCYLLA 36
Aft cab - Built to Lloyds specs



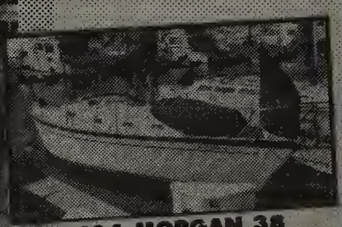
'82 ERICSON 38
A beautifully maintained cruiser.

NEXT OPEN BOAT WEEKEND
(WEATHER PERMITTING)
MAY 11 & 12

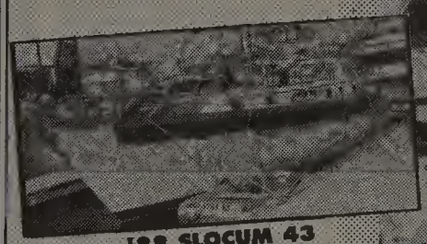


'76 SPENCER 44 (1330)
Cohe II . . . One of Ferene Maio's "Best Boats".

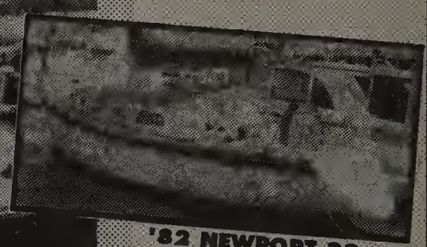




'84 MORGAN 38
A true cruiser. Functional & stylish.

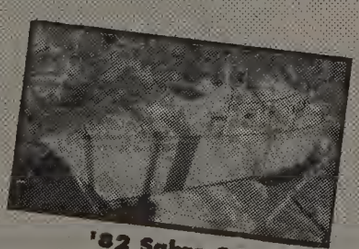


'88 SLOCUM 43
An extensively equipped cruiser.

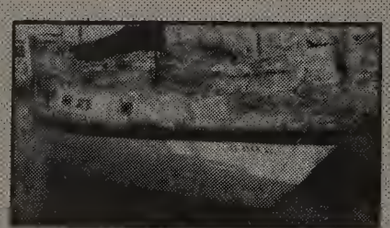


'82 NEWPORT 33
Around the buoys or around Angel Island - An ideal compromise.

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'82 Sabre 34
A rare quality offering with an epoxied bottom.



'79 COLUMBIA 9.6 (32)
Quarter berth version. Fully battened main.

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• 36'	PEARSON	40,000
• 34'	SABRE	69,000
• 34'	C&C	40,000
• 34'	WYLIE	34,500
• 33'	RANGER	24,500
• 33'	NEWPORT	36,900
• 32'	ELITE	49,000
• 32'	COLUMBIA 9.6	28,000
• 30'	LANCER	30,000
• 29'	CAL	16,750
• 28'	CAPE DORY	35,000
• 28'	CONTEST	19,900
27'	ERICSON	18,500

LIVEABOARD/CRUISERS

65'	STEEL KETCH	570,000
55'	TAYANA	340,000
51'	COLVIN, steel	122,000
45'	JEANNEAU	149,000
• 44'	HANS CHRISTIAN PH	290,000
• 44'	SPENCER 1330	119,000
• 44'	ISLANDER	67,500
• 43'	SLOCUM	197,500
• 41'	FREEPORT KETCH	89,000
• 40'	PEARSON	84,500
• 40'	HUNTER LEGEND	89,500
• 40'	CHALLENGER KETCH	64,500
• 39'	CAVALIER	89,000
• 38'	MORGAN	89,000
38'	ERICSON	67,000
• 38'	ERICSON	74,500
• 36'	LANCER	57,900
• 34'	TRUE NORTH	55,900
• 30'	BABA	55,000

POWER BOATS

45'	ANGEL	220,000
41'	LUHRS	71,500
• 41'	MMC	99,500
• 40'	GOLDEN STAR	145,000
• 32'	CORONET	24,900
• 30'	SEA RAY SUNDANCER	69,500
• 30'	TOLLY FB SEDAN	59,950

• ALSO IN THE OPEN BOAT WEEKEND

CALENDAR

Newport, Rhode Island, after his historic three year solo circumnavigation. Two years later, Slocum published his classic book *Sailing Alone Around the World*, a book which continues to inspire people even today. Slocum and *Spray* disappeared in November 1909 while on a solo cruise to the Orinoco River (the boundary between Venezuela and Colombia). According to the occasionally correct *Oxford Companion to Ships & The Sea*, "It is thought that the *Spray* was either run down by a steamer in mid-ocean or struck by a whale and sank, as she was too soundly built a boat and Slocum too experienced a mariner to have been lost from any other cause."

July 12-14 — Passport Regatta and Rendezvous on San Francisco Bay. Jere Patterson, (408) 371-9400.

Racing

April 28-May 4 — Folkboat International Regatta on the Cityfront, featuring entries from as far away as Denmark, Sweden, Germany and Finland. SF Bay Folkboat Association; Marla Hastings, (707) 874-3090.

May 3-5 — Audi *Yachting* Cup in San Diego, a two-day, three-race regatta for PHRF boats, ULDB 70s, the "Fabulous Fifties" and larger one-designs. San Diego YC; Irmgard Ryan, (619) 222-1103.

May 4-5 — Etchells 22 Regatta on the Berkeley Circle; a qualifier for the Worlds (August 9-16). Corinthian YC, 435-4771.

May 4-5 — Vallejo Race: parade, party, and beat home. Still crazy after all these years. YRA, 771-9500.

May 4-5 — Raisin Bowl on Lake Millerton; sponsored by the Fresno YC; Wayne Alto, (209) 299-6914.

May 4-11 — International America's Cup Class World Championship in San Diego. Up to nine mega-dollar boats are expected for this first-ever clash of the titans. Who's hot and who's not?

May 11 — 15th Annual Colin Archer Race for double-ended crab crushers displacing more than 5,000 pounds. Lots of reaching and running, followed by a party at host Encinal YC. Al Burrow, 522-6462.

May 11-12 — ODCA Champion of Champions Regatta: who's got the best PHRF rating for the conditions? StFYC, 563-6363.

May 11-12 — Half Moon Bay Race, sponsored by Island YC and Half Moon Bay YC. Lasagna dinner available at HMBYC on



LATITUDE/RICHARD

Batten down the hatches!

Saturday night. YRA, 771-9500.

May 11-12 — West Coast Afterguard Regatta, open to all collegiate sailing vets. Hosted by Stanford University; Blake Middleton, 723-2811.

May 18-19 — Frank Stone Cup for IMS boats and Ultimate 30s (see *Race Notes*). StFYC, 563-6363.

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CRUISING



COLUMBIA 28
Reduced to $7,900 Must be sold now!!! At our Docks.

ODAY 28
This 1982 boat has a roomy interior and excellent sailing qualities. Ideal for the Bay. $27,800



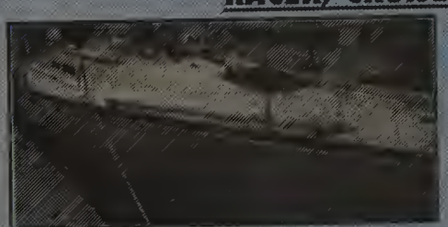


HUNTER 34
1984.
She's in beautiful shape. Interior recently redone and very well appointed. Below market to sell now! $39,500.

NORTH STAR 40
Beautifully appointed and well equipped. This center cockpit ketch has new sails and is ready to go. Reduced to sell now $79,500 Firm



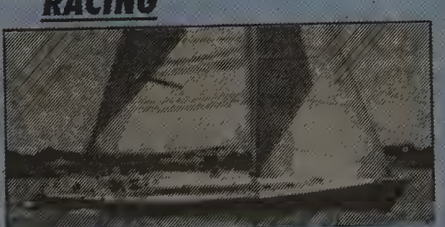
RACER/CRUISER



C & C 38
P.H.R.F. Champion in 1990. Extremely well equipped and in lovely condition. Ready to race or cruise $69,000

RACING

EMOTIONAL RESCUE ('88)
This "State of the Art" Davidson 56 has been winning in NZ for 2 yrs. 1st in class Kenwood Cup. Lg comfortable interior. Fantastic condition. Reduced - $335,000.



RACING		CRUISER/RACERS		CRUISING	
Young 28,(89)	$37,600	Young 88	3 from $43,000	Alajuela 33,	$45,000
J-29	3 from $23,000	Young 99,(88)	$76,950	Hunter 33,(81)	$32,500
Ross 31,(85)	$35,700	Farr 1020	4 from $62,415	Rafiki 37,	$67,500
Elliott 35,(89)	$98,000	Young 11,(87)	$58,340	Davidson 37,	$75,000
Elliot 40, New	$175,000	Ross 40	$110,000	Hans Christian 45	$132,000
Mummery 45,(88)	$310,000	Elliot 56	2 frm $305,000	Maple leaf 48,	$156,000

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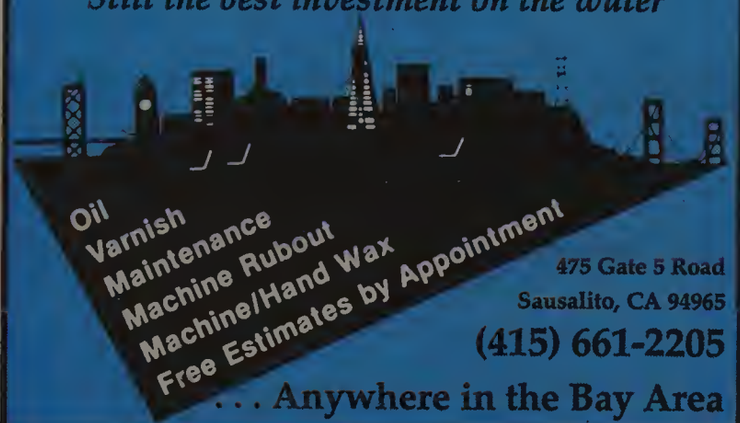


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DUES HAVE GONE UP SINCE JACK LONDON WAS A MEMBER

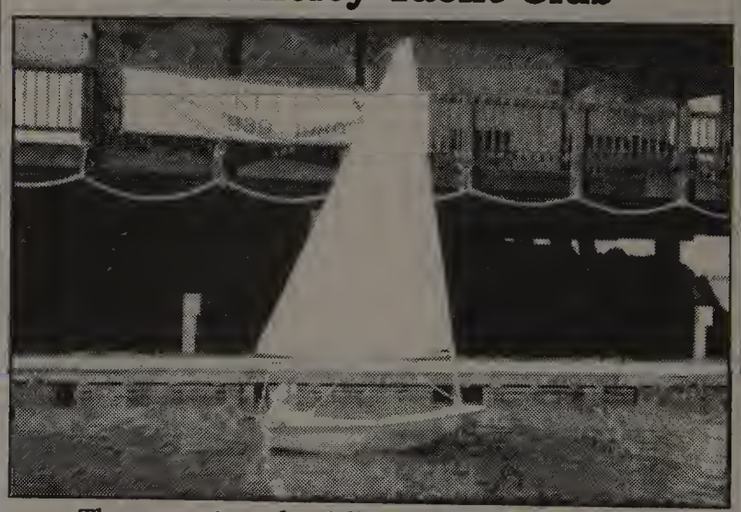
When famed author Jack London was an Oakland Yacht Club member, monthly dues were $1.

Jack wouldn't recognize the Oakland Yacht Club now, with it's brand new $1 million clubhouse overlooking it's own marina on the Estuary in sunny Alameda. But he would certainly remember the warm ambiance and the congenial boating spirit that has characterized Oakland Yacht Club for 78 years.

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CALENDAR

May 18-19 — Northern California Youth Sailing Association (NCYSA) Regatta/Symposium at Encinal YC. If you don't know the drill, call Patrick Andreasen at 347-0259.

May 24 — Santa Cruz to Santa Barbara Race. Open to all offshore yachts (cruising, MORA, PHRF and one design). Hosted by two great yacht clubs (Santa Cruz and Santa Barbara); sponsored by Larsen Sails and West Marine Products. SCYC, (408) 425-0690.

May 24-25 — Cal Cup, the unofficial annual round-the-cans championship for ULDB 70s. California YC (Marina del Rey); Tom Leweck, 213-454-4455.

May 25 — Master Mariners Race: vintage varnish, salty sailors and some great photo opportunities. (Hughe Janus, stay home.) Bill Rickman, 445-7800 (w).

May 25-26 — Whiskeytown Regatta, an invitational dinghy regatta on the lake of the same name. Ron Locke, 339-0387.

May 25-27 — Fourth Annual Volvo/San Francisco Regatta, co-sponsored by Volvo and SFBSA (San Francisco Bay Sailing Association). 250 boats and 1,200 sailors are expected to sail in 10 classes of one-design racing on the Bay, or in the 3-day Corlett Ocean Race in the Gulf of the Farallones. Lauren Arena, 771-9500.

June 1-2 — Island-to-Island Race, sponsored by Andreas Cove YC and Bruno's Island. From the confluence of Seven Mile Slough and the San Joaquin River up to Angel Island and back. Jim Garvine, (916) 989-3565.

June 1-2 — Etchells 22 Pacific Coast Championship on The Circle. San Francisco YC, 435-9133.

June 1-2 — Mt. Tam Wham Bam. We're still exactly not sure how this thing works, but it involves sailing all over the Bay on Saturday (with penalty turns for being first at the marks), followed by a hike up Mt. Tam Sunday morning and more sailing Sunday afternoon. Sponsored by Encinal YC, Gary Helms Yacht Center and Corsair F-27 Yachts. Mainly an F-27 event, but open to "anyone with a lead barge and balls enough to try it". Uncle Dave Fairless, 865-6427.

June 8-9 — Go For the Gold Regatta at Scotts Flat Lake. Gold Country YC; Russ Breed, 341-5192 (home).

June 15 — Delta Ditch Run, "a race for people who don't necessarily like racing". Sun, fun, good breeze and warm water are promised by the promoters of this hopefully annual feeder race to the Stockton South Tower event. Sponsored by Richmond YC, Stockton SC and MORA. John Dukat, 522-1396 (nights).

June 15 — SSS In-the-Bay Race, an astutely named event for single or doublehanders. Sponsored by the Singlehanded Sailing Association; Pat Zajac, 232-9965.

June 15-16 — North Bay Series Weekend #2. Hosted by Martinez YC; Gary Cicerello, (707) 552-3368.

June 15-16 — Clear Lake Regatta: good sailing, good camping and good late-night mini-golf at the Konocti Harbor Inn. The highlight of the SBRA circuit. Diablo Sailing Club; Russ Breed, 341-5192 (home).

June 21-22 — 19th Annual South Tower Race: 140 wonderfully masochistic miles. "The best race around," claims Kame Richards. For boats 22 to 50 feet long, with one design starts for Olson 25s and F-27s. Stockton Sailing Club; Pat Brown, (209) 951-5600.

June 21-23 — 7th Annual Audi/North Sails Race Week in Long Beach. One design racing for J/35s and Schock 35s, as well as excellent PHRF racing for boats rating between 24-174. Bruce Gollison, (213) 438-1166.

June 22 — Midnight Moonlight Maritime Marathon, a fun and generally easy night sail from Raccoon Strait around the Carquinez Bridge and back. San Francisco YC, 435-9133, or Bob Christensen, 456-1958.

June 27-29 — The 36th TransPac Race, sponsored by the

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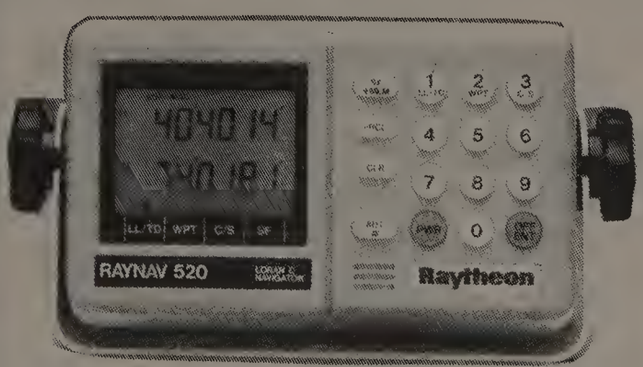
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CALENDAR

Kenwood Corporation. The pinnacle of West Coast distance racing. TransPacific YC; Tom Witherspoon, (213) 429-8324.

June 29-30 — Highwater Regatta at beautiful Lake Almanor (near Lassen Volcanic National Park). La Presa Grande YC; Liz Richmond, (916) 259-4654.

June 29 — 40th Boreas Race, an 83-mile downwind race sponsored by Elkhorn YC and Oakland YC. A good tune-up for serious Catalina Race efforts. Lyn Hayes, (408) 633-3105.

July 7 — Oakland-Catalina Race. See *Race Notes* for early entries. Tony Fraga, 865-3994.

Beer Can Races

BENICIA YC — Thursday Night Series (every Thursday, April through August). Dick Fox, 372-6636.

BERKELEY YC — Friday Night Series (May 3-September 27). Absolutely free. Paul Kamen, 540-7968.

CORINTHIAN YC — 17th Annual Friday Night Series (every Friday from April 19 to Sept. 6) Fred Borgman, 435-2777.

ENCINAL YC — Spring Twilight Series (4/19, 5/3, 5/17, 6/7, 6/21). John Hughes, 523-7132.

GOLDEN GATE YC — Series I (5/10, 5/24, 6/7, 6/21). GGYC, 346-BOAT.

ISLAND YC — Spring Series (4/12, 4/26, 5/10, 5/31, 6/14). Lynette Harter, 378-2552 (w).

OYSTER COVE MARINA — Tuesday Night Beer Can Series (every Tuesday night beginning April 9 through the end of October). Dick Timothy, 952-5540.

OYSTER POINT YC — Friday Night Series (4/26, 5/24, 6/28, 7/26, 8/23, 9/27). Lynda Malloy, 952-7403.

RICHMOND YC — Wednesday Night Beer Can Races (first and third Wednesday night of the month, May through September). Harris Lavine, 237-6180.

SANTA CRUZ — Wet Wednesdays, the quintessential (and free) NorCal beer can series. Dave Wahle, (408) 476-5629.

SAUSALITO CRUISING CLUB — Friday Night Early Series (5/17, 5/31, 6/14, 6/28, 7/12). John Ruffino, 234-2152.

SAUSALITO YC — Sunset Series, first half (5/7, 5/21, 6/4, 6/18, 6/25). New format! Penny Dudley, 332-7400.

SIERRA POINT YC — Friday Night Series (4/12, 5/10, 6/14, 7/12, 8/9, 9/13). Steve Sears, (408) 725-1866.

Please send your calendar items ***by the 10th of the month*** *to Latitude 38 (Attn: Calendar), P.O. Box 1678, Sausalito, CA 94966. Better yet, FAX it to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.*

May Weekend Currents

date/day	slack	max	slack	max
5/04Sat		0214/1.5F	0443	0827/3.6E
	1234	1534/2.4F	1915	2109/1.3E
5/05Sun	0029	0309/1.2F	0540	0918/3.2E
	1330	1634/2.3F	2009	2210/1.4E
5/11Sat		0229/4.3E	0620	0916/3.4F
	1227	1455/2.9E	1813	2108/3.1F
5/12Sun	0001	0311/4.9E	0702	1002/3.9F
	1320	1543/2.9E	1853	2149/3.2F
5/18Sat		0148/2.4F	0429	0802/4.9E
	1202	1509/3.7F	1842	2049/2.1E
5/19Sun	0011	0253/2.1F	0537	0859/4.3E
	1302	1612/3.4F	1937	2157/2.2E
5/25Sat		0248/4.4E	0635	0942/3.6F
	1245	1522/2.3E	1825	2117/2.8F
5/26Sun	0003	0323/4.6E	0717	1025/3.8F
	1333	1601/2.2E	1906	2156/2.7F

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This is what the Moorings had to say about the new Hunter 43's:

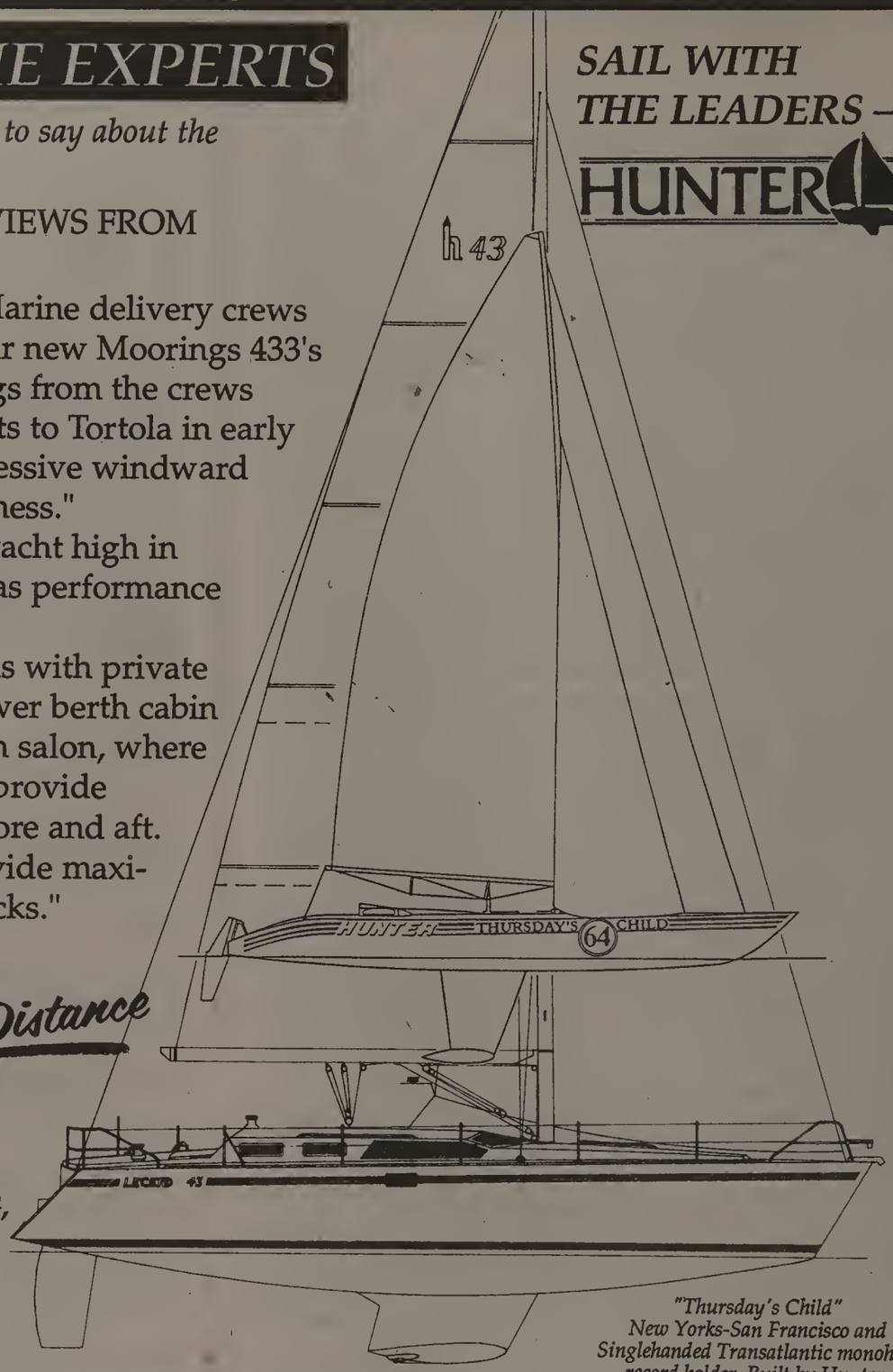
"NEW 433's GET RAVE REVIEWS FROM DELIVERY CREWS.

Feedback from Compass Marine delivery crews and the first charterers of our new Moorings 433's has been very favorable. Logs from the crews who delivered the first yachts to Tortola in early December noted "very impressive windward performance and seaworthiness."

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LETTERS

⇓⇑IT SEEMS RATHER STRANGE

Over the years I have read extensively regarding the sightings and investigations of unidentified flying objects (UFOs). Throughout the literature, I cannot recall any sightings reported by people on boats. This seems rather strange, so I have decided to look into the matter.

My intent is to collect as much data as possible. I hope to answer such questions as: Are sailors observing UFOs? Where are the observations occurring? Are there any factors in common among the sightings? Ultimately I hope to publish the results.

I am interested in hearing from sailors who have *personally* observed or experienced phenomena that they are unable to positively identify or explain. This includes observations in the sky, on the water, or under the water. All sailors, inland to offshore, are encouraged to contribute. Ideally the reports should be written as first person narratives, including the happenings before, during and after the sighting.

I would appreciate as much detail as possible. For instance, the position of the boat and the location of the crew; the time of observation; the duration of the observation; the weather and sea conditions; the number of witnesses; personal observations such as physical and emotional feelings; and any other pertinent information.

Individual and boat names will be kept confidential unless I am instructed otherwise.

Neal Doten
P.O. Box 3804
Redwood City

Neal — The reason you never read about UFO sightings over the ocean is that they are so common. On our way to Cabo last November, for example, we were first visited by a bunch of little green men who disembarked from what appeared to be a cigar-shaped craft made of unobtainium, and then a couple of days later by some purple creatures with three eyes and one leg that crept out of what appeared to be a huge flying pie pan. Both groups told us that UFO sightings over land are rare because all but the newest UFOs are powered by corrosion caused by the marine layer interacting with the metals of the various UFOs. The UFO-ians think humans behave outrageously and therefore only interact with a few advanced people. Which is why, we suppose, both groups left almost right away. Frankly, we felt rejected both times.

We're not the only ones to have been visited repeatedly by UFOs on the ocean. As noted rockstar Hiram Gunn has said, "You can see anything you want out there — and that goes double for singlehanders." But according to the conversations we've had, UFOs are most likely to visit heavy drinking singlehanders.

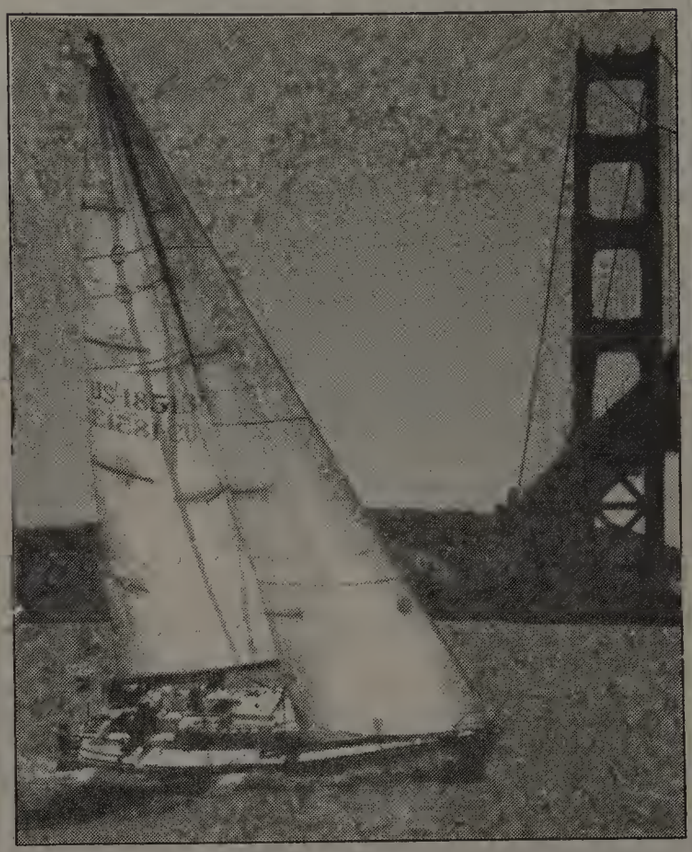
⇓⇑WHAT A GUY!

I haven't written in a while, but we cruisers are so busy having fun that we lose track of time. But I had to write to let you know about some exceptional 'Good Guys'.

Last November I decided the 15-year old Volvo diesel in my trimaran had to go, so I bought a Yanmar replacement from Jim Howk at Marine Diesel and Services in San Diego. We loaded it into a van and headed south. Although difficult, the 'heart transplant' was performed successfully at Puerto Escondido, with 'doctor' and 'patient' doing just fine. Actually, I was more concerned for the doctor, as installing the engine left very little time for diving, and that could be critical for a man who needs his daily 'fix'.

With the engine installed, Terry Kennedy and I loaded a scuba compressor and much diving gear aboard 'ol Gal' and took off for the Islas de Revillagigedo 250 miles off the coast of Baja. But we hadn't even gotten to Muertos when the fresh water pump seal broke. With no wind, no moon, no radar and a strong current, it

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LETTERS

got a little exciting that night. But then Terry performed his usual magic with a screw and epoxy, and we not only motored safely into the anchorage, but later all the way from Frailes to Cabo. (We had a fabulously fast downwind run from Muertos to Frailes.)

Meanwhile, we called Downwind Marine on the SSB and told them of our problem. Gabrielle not only called Jim Howk, but asked him if he would "come on over and talk to me directly". Howk did, and guess what? The next day he hopped on a cruise ship, and by the end of the week had personally delivered a new pump to Papi's Cruising Center in Cabo San Lucas! Is that service or what? What a guy!!! So with mucho thanks to Downwind Marine and especially Jim at Marine Diesel Service, we continued on our merry way to one of the most magical places I've ever been.

At the Revillagigedos, we rode huge manta rays, some of which had a wing span of 14 feet. We swam close enough to mama and baby humpbacks that we could reach out and touch them. We frolicked underwater with the dolphins, unsuccessfully trying to match their antics.

Naturally, the many sharks added excitement to each and every dive. There were tigers, white tips and hammerheads. Terry actually rode a huge manta *into* a school of more than 30 hammerheads! You should have seen the look on his face after that dive.

I know, I know, it all sounds like a tall tale and no one will believe us. But don't worry, we took a camera along on every dive and have it all on video.

After six weeks out here at the Revillagigedos — we're at San Benedicto now — we're looking forward to returning to the calm and sandy anchorages of the Sea of Cortez. We'll be heading home to Puerto Escondido via La Paz and Sea of Cortez Sail Week — we hope to see everyone there!

Joyce Clinton & Terry Kennedy
Galadriel & Erotica

NOTES FROM THE 'FORE'DECK

While having a few brews at the Golden Gate YC bar one Sunday afternoon, the subject of golf came up. We realized we had a whole bunch of members who like to both sail boats and hit the little white ball. Why not combine the two? Thus the idea of Golf & Sail was born.

The idea is not new, of course. The Catalina Race has featured a hotly-contested golf tournament for years. However Catalina seemed a little too far away — especially for my Bristol 22. We decided to limit our search for a venue to the shores of San Francisco Bay.

Actually, it wasn't hard to come up with a spot. There aren't very many places where you can sail your boat almost to the clubhouse, but there is one. In a quiet corner of the South Bay is the San Leandro Marina *and* the Tony Lema Golf Complex. Here you can sit on your boat and hear the starter call for foursomes. The place has two golf courses, three restaurants, one hotel, a park and two yacht clubs. It seemed perfect.

When I brought the idea up at the yacht club, I got howls of protest. "Where the hell is San Leandro?" "Isn't it true that 92% of the boats entering the channel run aground?" And so forth. I managed to convince some sailors to go along with the idea, but not all.

I checked my tide book and picked a Saturday in September when there would be a good flood in the morning. Then I set the tournament to begin at 1300. Our four boats arrived at the Spinnaker YC clubhouse in San Leandro on Saturday morning. The beginning of the tournament reminded me a little of the start of a sailboat race; there was a lot of confusion, some missing crew, and — of course — arguments about handicaps. A golf handicap is like a boat handicap; it penalizes those who are skilled, who have good equipment and practice, giving those who have less skill,

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poor equipment, and never practice at least a chance to win some of the time.

Some of our contestants 'loosened up' with a couple of beers, while others concentrated only on winning the coveted trophy. I was teamed with a group of powerboaters. Every sailor should know the thrill of riding in a golf cart operated by a powerboater after he's loosened up a little.

After the tournament we met at the Spinnaker YC for a potluck dinner and awards. We gave out awards to almost everybody for almost everything. My special thanks to our new friends at the Spinnaker YC; they absolutely overwhelmed us with kindness and hospitality.

If anyone likes my idea and decides to set such an event up themselves, I have a few suggestions:

Try to leave the evening before you play. If you're leaving the Cityfront, you can then set the chute and hang on for the wild ride all the way to San Leandro. Once to the first channel mark, you can jibe and carry the chute all the way up the channel — if you've got the guts. The first night's stay at the San Leandro Marina is *free*. The Spinnaker YC dock is a little bouncy in the afternoon, but calm at night. If you can work it out, it's better to depart the marina in the morning as the afternoon chop in the South Bay has to be felt to be appreciated. It's like slamming into three-foot high concrete walls.

Finally, remember not to get the sports mixed up. When sailing the idea is to stay in the water; when golfing the idea is to stay out of the water. It's as simple as that.

Tom Enderle
Golden Gate YC Golf & Sail Chairman
San Francisco

Tom — It's not in our line of interest, but doesn't Coyote Point have a marina and golf course side by side?

All in all, we don't know what to think of these hybrid events. Next thing you know, somebody will come up with a crazy idea to mix sailing and tennis.

⇓⇑THE LOVE CRUISE RACQUET

The Cal 29 Association combined tennis with sailing for a Love Cruise over Valentine's Day. Seven boats carried 25 members and guests for an evening of dinner dancing at Treasure Island. The next day was bright and sunny, and a round-robin mixed-doubles tournament was held. Ruth Clark from *Fantasy* was the overall winner. Other classes might like to hold similar events.

On another matter, I have seen too many eye-injuries over the years from bungie cords. If any readers have bungie cords on their boats, I suggest they be removed. In my opinion they are as safe as a loaded gun. Your guests, not you, will unhook them, not realizing that the free hook can easily hit them in the eye. Such bungie cord hook injuries frequently result in permanent visual loss.

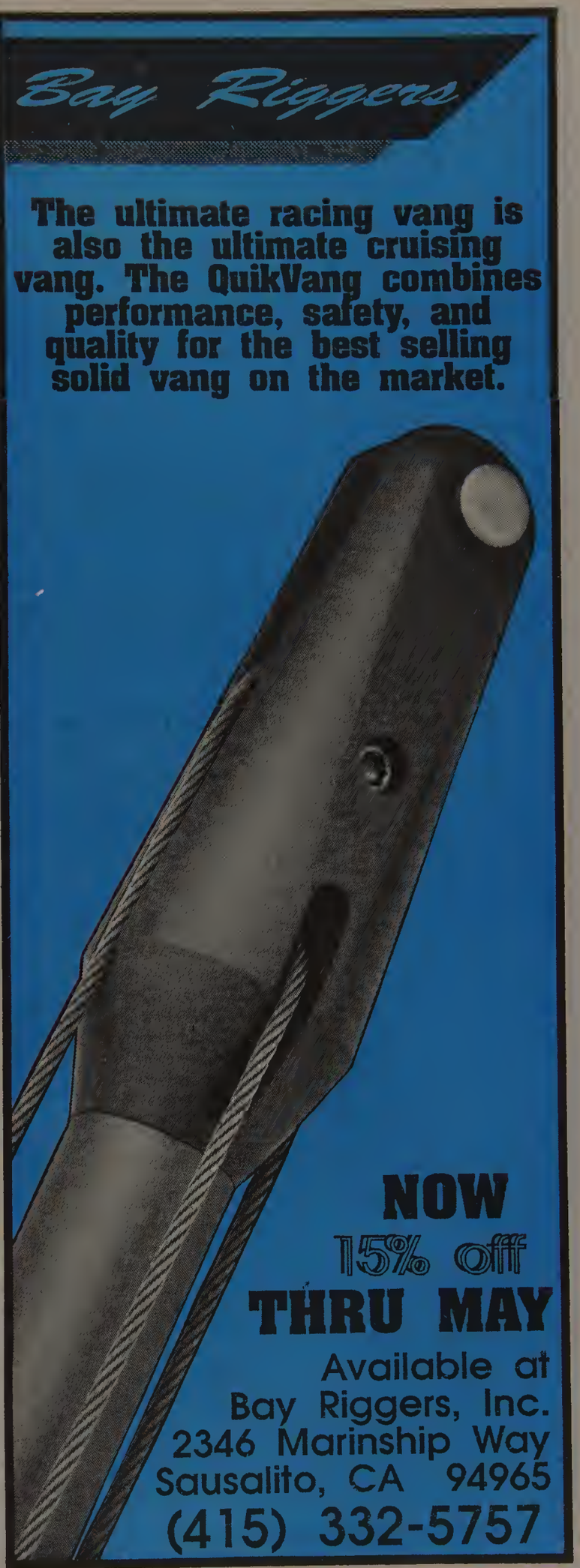
Philip L. Gardner, M.D.
Alameda

Philip — Golf and sailing and now tennis and sailing. What next, a golf/sailing/tennis triathalon?

We appreciate your warning about bungie cords. Since bungie cords are a uniquely excellent solution to some boating problems, we're not sure that all boatowners will be willing to remove them, but at least they'll be more aware of their capacity for injury. Jack O'Neill, founder of O'Neill wetsuits and other empires, lost the vision in one of his eyes a number of years ago when he was testing a shock-cord surfboard leash designed by his son. It can and does happen.

⇓⇑SURPRISE, THE RAFT IS EMPTY

Please let me add one more missive to the raft you've probably



EMS

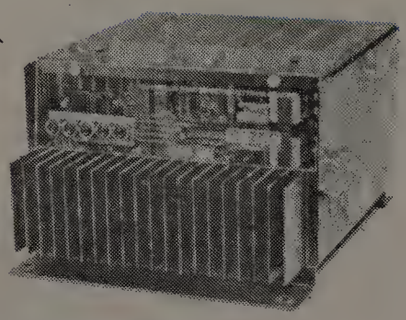
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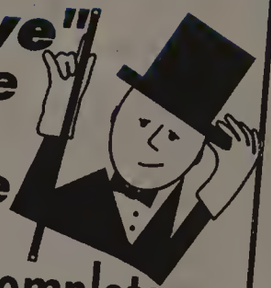
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already received regarding M. Tanner's letter in the March issue. While one may not be able to judge a book by its cover, such a perusal can often lead to the correct identity of the author.

I'm confident that the ghost of E.M. Forster derived some small pleasure from having Tanner add the Hornblower canon to that author's already considerable body of work. However, his corporal form would have probably been content with *Passage to India, Maurice, Where Angels Fear To Tread*, etc.

The literary legacy of C.S. Forester, on the other hand, would be considerably depleted without the exploits of the redoubtable Horatio.

So let us give credit where credit is due: C.S. Forester wrote the classic Hornblower sea sagas (as well, of course, as *Sink The Bismark, The Age of Fighting Sail, The Barbary Pirates, Brown on Resolution*, etc.)

M. Tanner's howler is only amplified by the closing "feet of clay" remark. Here's an object lesson in humility that all *Latitude* readers might do well to heed.

Frederic F. Hollister
Books of Adventure, Alameda

Frederic — Humility is something we can all use a big dose of. Not only did we at Latitude *neglect to catch the error, but neither did any of our readers except for you. But then you're not perfect either; the name of the famous German battleship is spelled* Bismarck, *not* Bismark *as you had it.*

In any event, we do appreciate your taking the time to set us straight.

⇓⇑WHEN OFFSHORE, HOW ESSENTIAL IS . . .

I'm sailing to Hawaii this July and will be one of five aboard a new Thomas 35. We're taking the 'solar eclipse' route and intend to be in the right place at the right time — and thus may end up in the middle of what might be the largest offshore raft-up in history.

Here's the problem. I've had coastal experience, but this will be my first big time passage and I'm at a lost for information about all those little things that can make this trip a big success. All the books and articles I've read focus on the human spirit, big dramas and the very valid lessons on safety. What I'm looking for is additional help with personal questions like how many pairs of socks I'll need, how essential a fresh water rinse is after a saltwater shower, and so forth.

I'd guess that I'm not the only reader with questions like these and think we'd all appreciate any help your voices of experience could share with us.

Pat M. O'Hara
Thousand Oaks

Pat — You've come up with a great topic. We're hereby asking all the offshore vets in our readership for their 'offshore personal sailing tips'. Hopefully we'll have enough to publish an article by the June issue — just in time for your trip.

And yes, unless you want butt itch 24 hours a day, a fresh water rinse after a saltwater shower is highly recommended. If you're not going to be carrying much water — as probably will be the case for five on a 35-footer — take along a box of the moist towelettes. A couple of them can do a pretty decent job of getting the salt off — and leaving you smelling fragrant.

⇓⇑MARINE SILICON IS THE BEST I'VE FOUND

I was reading your mostly excellent *Checklist for Spring* when one item made me say, 'Oh no, they're not telling everyone to do that!'

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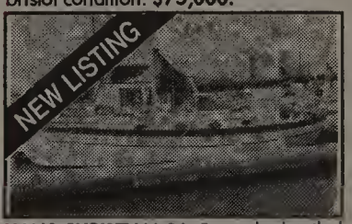
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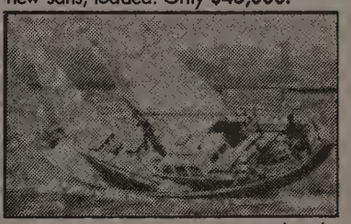
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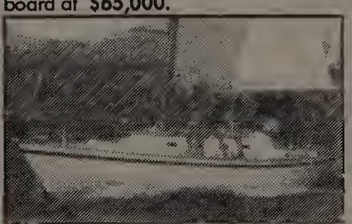
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rusted parts. As a lubricant, however, it leaves a lot to be desired. In fact, you may find that those "chronically stuck" parts remain so because you are 'lubricating' them with WD-40.

What should you use? Marine silicone spray is the best I've found. It's available at chandleries.

Let me tell you how I discovered that WD-40 wasn't a lubricant. I used to be foredeck on a Santana 35 with a whisker pole jaw that always seemed to stick. We would check it before every race, it wouldn't work, so we'd hit it with — you guessed it — WD-40. Then one week the skipper showed up with some marine silicone spray and we used that instead. *Viola!* From then on we only had to lubricate the jaws once a season.

So go around the boat and hit all those moving parts with silicon spray instead. You may be surprised how smoothly they operate.

Reid Neubert
Corte Madera

Reid — We must have some kind of mental block with WD-40, because we've made this error more than once. You're absolutely correct, WD-40 is an excellent penetrant but a poor lubricant.

⇓⇑WE NEED PEOPLE TO WRITE

As of early April, nearly one out of every three members of the House of Representatives has co-sponsored H.R. 534, the bill to repeal the recently passed boat 'user fees'. I'm surprised at how few California co-sponsors the bill has! *Latitude* readers need to write both the Coast Guard, to demand public hearings on the issue, and their congressperson, to support H.R. 534.

We still have a chance to repeal this legislation if everyone does their part.

Jim Bartlett
Woodside

Readers — California co-sponsors include Christopher Cox, Duke Cunningham, John Doolittle, Elton Gallegly, Wally Herger, Robert Lagomarsino, Ron Packard and Dana Rohrabacher — almost none of whom represent any part of Northern California.

As a reminder, these so-called 'user fees' are nothing of the sort. The fees are not directly related to the cost of Coast Guard programs Congress want recreational boaters to support, such as search & rescue, boating safety and aids to navigation, and they aren't even added into the Coast Guard's budget. As a result, recreational boaters can expect no increase in the quantity or quality of Coast Guard services by paying the fees.

⇓⇑SAY HI TO HAL WHEN THE WIND PICKS UP

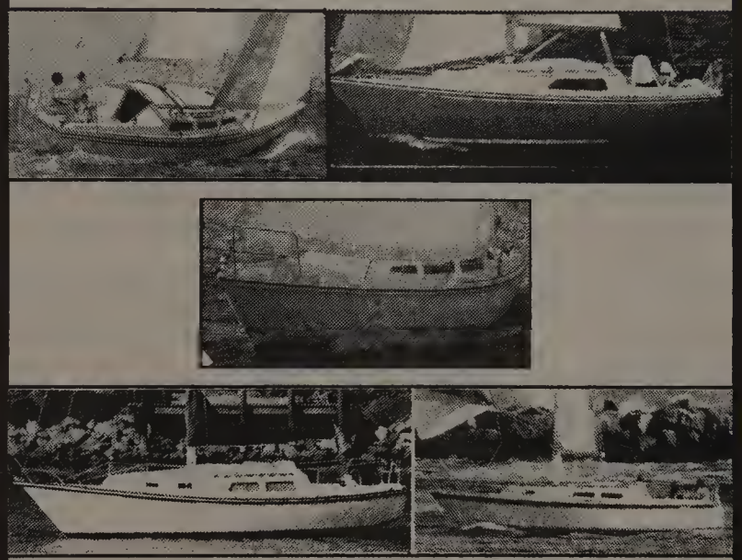
For most people, April 15 was a taxing day. Since I had some relatives in from Atlanta, Georgia, I wanted to take them sailing in exchange for the thrill I had aboard their boat on Lake Lanier. My friend Hal Reese was generous enough to allow me the use of his Islander 30 *Aphrodite*. Since the beginning of the year, Hal's lung cancer was making it more and more difficult for him to get out on the water.

We left Point Richmond under reefed sail and at 1:30 were in swirly seas at the east end of the Bay Bridge. With the winds gusting to 25 knots, my guests, used to lake sailing, opted to head back. I remember thinking that the boat was handling like a horse without a rider at the time and gave them no reason not to return. Heading back, the fast, rocky close reach from the bridge to the Richmond jetty took just 45 minutes. I was going to call Hal when I got home, knowing the fast leg would have raised his spirits.

As it happened, I got the call when I returned home. Hal had died at 2:00 p.m. that day.

Like most sailors, Hal had a passion for being on the water. What made him so special was the enthusiasm he shared with all

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LETTERS

who had the opportunity to sail with him. He was one of the most active skippers in the Oceanic Society, participating in virtually every fund-raiser, member sail, skills sails and social event. Through his generosity hundreds of people have been 'turned on' to San Francisco Bay.

If you knew Hal and would like to honor him with his other friends, we will be having a farewell parade, with boats meeting under the Golden Gate Bridge at 8 a.m. on Saturday, May 4th. If you can't join us then, say 'hi' to Hal when the wind picks up. A will as strong is his is bound to stay present in the spirit of the wind. We will all miss him very much.

Audrey Gibson
San Francisco

⇓⇑GIL AND KAREN'S SUPPORT COMES FROM THEIR HEARTS

We arrived in Cabo in March of 1990, and after a year here find ourselves indebted to Gil & Karen of Papi's Cruising Center for their continual support.

For example, when our engine failed offshore of Cabo, Gil and Karen maintained VHF contact *all night* to be there if we had an emergency. They have always assisted us by directing us to services we've needed, be they medical, mechanical, or whatever. And we've seen them do the same for many other cruisers — day in and day out. And they do all this in addition to running their business.

This kind of support comes from their hearts, not their pocketbooks. Our hats are off to Gil and Karen.

Ivor & Sylvia James
Cara Mia, Samurai 28
San Francisco / Dana Point

⇓⇑SOME OF THE THINGS SAID AREN'T TRUE

Thanks to the folks on *Sonresa* (#359 in the *Some Like It Hot Rally*), we just received a whole case of April *Latitudes*! We're always delighted to get the.

I'm not sure if I should even answer the letter written about us by Nancy Austin of *Monopoly*, but there are things she said that aren't true.

First of all, with regard to the packages we receive for forwarding at Papi's, no, I don't make a list of packages and letters that come in. But I do make a list of packages and letters that go out on other boats, writing down the name of the boat, who took the package and when. I've kept these records for over four years!

With regard to laundry service, yes it's expensive when you get someone to wash, dry and fold your clothes. But we have the least expensive and best service in town. We charge 10,000 *pesos* a load, which is about $3.33 U.S. Everywhere else it's about 12,000 to 26,000 *pesos* a load. Better yet, cruisers can drop their laundry off at Papi's rather than having to lug it all over town.

Nancy must have had too many margaritas if she thinks our food prices are high. Where else in town can you get breakfast for under $1 U.S.? Chorizo or Huevos Rancheros are only $1.93 U.S.

If Nancy read the information on the free map we give out, she would have known that we offer all cruisers *free* coffee or tea — with refills — for just saying "Some Like It Hot".

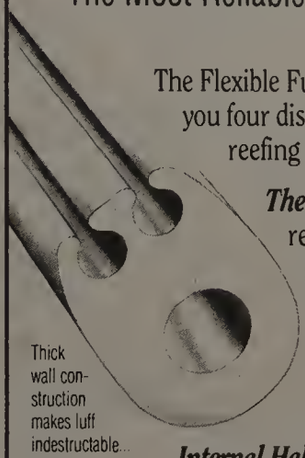
Sun tea, which we've always made, is naturally weaker than brewed tea, but geez, to accuse us of watering it down four times is ridiculous. If we were trying to gouge cruisers with our beverages, why would we offer coffee and tea for free? And cruisers can have coffee or tea without feeling they have to buy anything at all. We just enjoy meeting and talking with cruisers.

To suggest my husband be fed to a whale was uncalled for.

I don't remember meeting you Nancy — I was in the hospital when *Monopoly* checked in on February 12, but I can only say that you don't have the attitude of a true yachtie. The sense of community and warmth we try and create is not present on your

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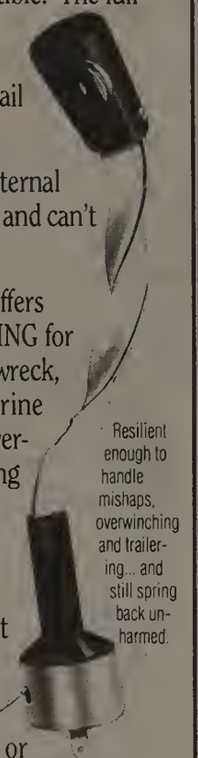
The Flexible Furler from Cruising Design offers you four distinct advantages over all other roller reefing systems.

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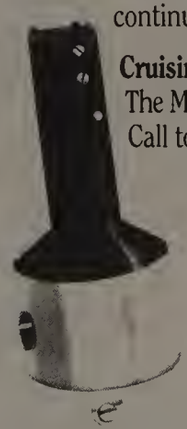
Our Warranty. Basically, Cruising Design offers a no-quibble warranty. It covers EVERYTHING for as long as you own your boat except shipwreck, fire, collision or being run over by a marine railway. Maintenance is not required. Over-winching, trailering, and use in chartering is covered.

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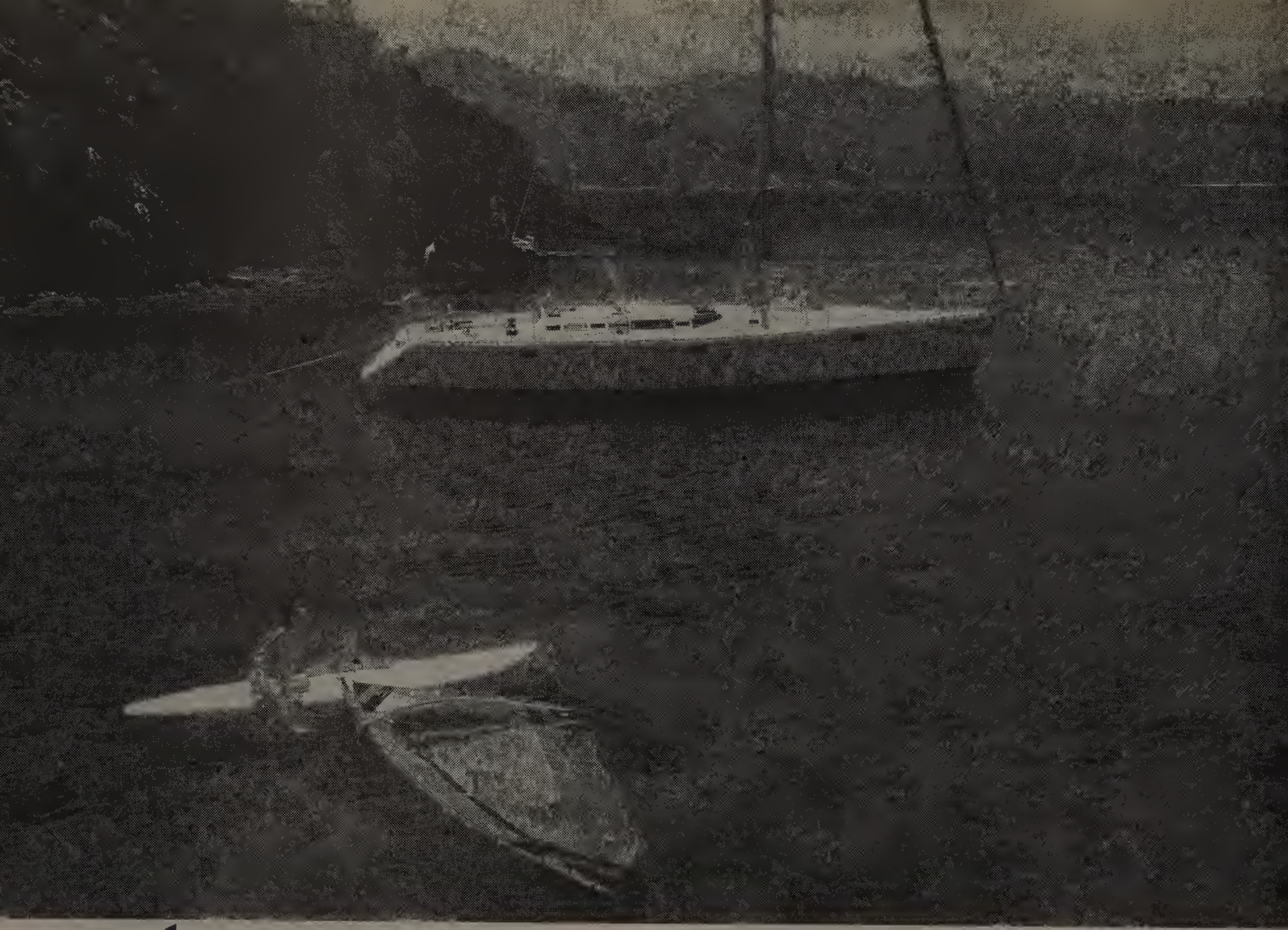


The Flexible Furler is available in spool or continuous models for boats 14' to 40'.

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boat or in you. I wonder how you will survive another 18 months. Or maybe Dale will feed you to the whales.

With regard to the vessel boarded by the *federales*, Gil & I were approached by both the U.S. and Mexican governments and told to stay out of it. Ask us to help with the Port Captain, Customs or Immigration and we'll be happy to do it. But when it comes to charges of drugs or guns, and the top officials have come from Mexico City, come on and use your head! I have to live in this town and I have five little kids; we can't interfere in situations like that.

Both our business and family have grown, which unfortunately means we have less time than before to spend one-on-one with cruisers, but it's not true to say we don't care. Ninety percent of the services we offer are free! The only thing we charge for is to pay for the gas to drive yachties around town and to pay Oscar, who we had to hire to help take care of all the yachtie needs. And most of the yachties we meet become our very dear friends.

I'd be very sad if anyone thought we'd changed out attitude. There is one thing for sure, we never will or want to capitalize on our relationship with yachties.

But cruisers also have to realize that our first job is to run the restaurant, while our second priority is to provide free services for yachties. Sometimes when I'm cooking one of the 200 breakfasts we make each day, a yachtie will radio in asking me to tell one of their crew not to forget the beer and ice. Sometimes I'm too busy cooking to remember to pass such messages on. I'm very disappointed if anyone can't understand that.

Gil & Karen
Papi's Cruising Center
Cabo San Lucas

⇓⇑FORGET THE HONEY, TRY A LITTLE VINEGAR

I'm writing in response to the question raised in the March *Letters* about clogged hoses from heads. Vinegar is the cure. Yes, vinegar flushed through heads on a regular basis will prevent salt build-up in the hoses, even in the colder saltwater regions.

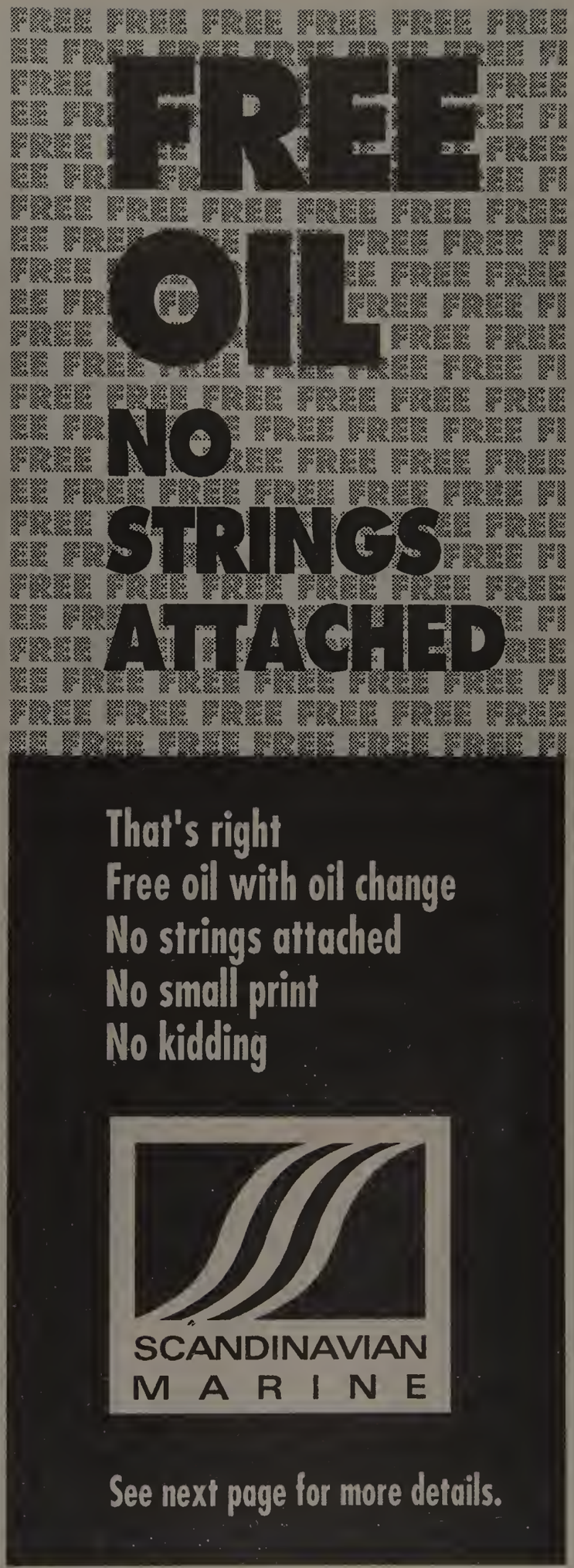
My wife and I have been living aboard our Pearson 385 for about 2½ years now, and she uses the aft head while I use the forward head. Years ago we read about periodically pouring vinegar in the heads to keep the hoses salt-free. My wife remembered to do it regularly, as it also helps keep the odor down, while I never got around to it. I'd rebuilt both heads just before we moved aboard, and I started having problems with my head while hers has worked fine. (I know what you're thinking, ladies.)

Anyway, after removing the 1½-inch hose that went from the Y-valve overboard, I found it was completely plugged except for about a quarter-inch hole in the center. I dumped several gallons of vinegar through the system — thank heavens it's cheap — and thought all was well. And it was until this last weekend when all systems came to a stop once again.

This time I loosened the hose from the head to the Y-valve, at which point big chunks of salt deposits popped out from the Y-valve. I tried everything I could think of — including a Roto-Rooter I rented from the local U-Haul — to reach the vented loop area of the hose, but with no success. So I finally attached a fresh water hose to the hose that connected the Y-valve to the head with lots of tape. Then I removed the pump and flapper valve, and 'reverse flushed' the system. What came out of the hose cannot be described in these pages, but my wife now says I am a s---head and refuses to walk downwind of me.

Having barely lived through that experience, I can say that vinegar and fresh water will frequently be used in the forward head, too. My wife says that a regular attitude adjustment up in the Delta would probably help, too.

Working on marine heads is not a pleasant experience, but I've learned the hard way that a little TLC on a daily or weekly basis is the smartest approach to maintenance.



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LETTERS

P.S. For liveaboards who are experiencing moisture problems and don't want to spend all the money required for forced-air heat, we suggest one of those $200 dehumidifiers. We purchased a model #2510A Samsung a couple of months ago and it really did the trick. It has not only dried our boat out good, but it helps distribute the heat from our Force 10 heater.

Lowell & Sherry Langguth
Analie
Alameda

⇓⇑WE SHOULD ALL START DRY-SAILING OUR BOATS TODAY

trace (tras) *n.* . . . 2. a barely perceptible amount.

In regard to your response to my April *Letter* on the selenium issue, I feel that my credibility was unfairly questioned for implying that 90 years of waste water discharge has had no effect on Bay water quality. There was no intent to imply any such thing. Most Bay Area industry and municipalities have made tremendous strides to clean up their act in the last decade and are continuing to improve. No once can argue that Bay conditions 40 years ago weren't deplorable compared to today, and I hope we can say the same 40 years from now.

But that wasn't the issue. Within the context of my entire letter, I was speaking to 90 years of *dilute selenium* discharges (yes, regrettably those two words were only implied in my letter). My intended implication was that there have been no "apparent" ill effects in the past attributable to selenium in the Bay. Lacking apparent effects, it would seem reasonable, at least to me, to confirm a suspicion before demanding a possibly inappropriate allocation of our society's resources. (Remember, the consumer always pays and there are no free lunches.)

Beyond the issue of my credibility, your real argument is that 5,000 pounds is 5,000 pounds, and 5,000 pounds can't be considered 'trace'. Therefore, SJV Heavy should best be left in the ground. Perhaps you're right. Let's not discuss issues of importing additional foreign crude, the relative risks of pipeline vs. tanker transportation, etc. — issues I feel are inappropriate for your magazine. Instead, consider this: bottom paint is extremely toxic to marine organisms. That's why it works. After a year or two it doesn't work as well anymore, so we put more on. A small percentage ends up in the boatyard and we all agree, I hope, that part should be cleaned up and kept out of our Bay. How many *tons* are used every year and where does the rest of it go? Anyone who thinks about it must realize that it dissolves off our bottoms and into the Bay. Certainly, pleasure boating is a far more frivolous need of society than oil (Well, *we* may not agree with that statement, but I think the average citizen would).

By your own logic, we should all start dry-sailing our boats today. I prefer to reason that 50 tons (that's a guesstimate) of cupreous oxide dissolved/dispersed into 1.5 quintillion tons of ocean water (that's factual) equals 333 part per quadrillion. Those numbers may have little meaning to you, but in my perception it's a trace amount. For comparison, stringent state/federal *drinking* water quality standards limit selenium concentrations to 10 parts per billion.

Jeff Ruszler
Vallejo

Jeff — Sorry we took what you wrote literally; sometimes we're pretty dull witted.

Now then, what about bottom paint?

We think your figures for cupreous oxide are high. There are 10,000 wet-sailed boats in San Francisco, and 50 tons of cupreous oxide would mean that each one of them would have to leech 10 pounds of it into the Bay a year. We don't think that's even close to being the case, because only a fraction of each gallon of bottom

For 38 years *Credit* has been pounding up the slot, reaching to "Harding" and running down to "Blossom" while doing midwinters, YRA and Master Mariners. She has also done Transpacs and other ocean races. *Credit* is *still* going strong — a beautiful, powerful yacht we are pleased to be able to make sails for.

PHOTO: KELLY O'NEIL



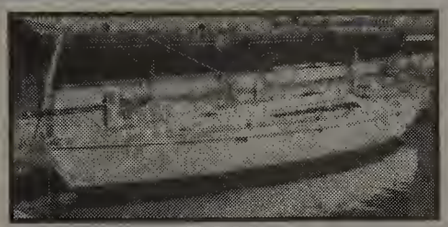
CREDIT — Farallon Clipper #8 owned by Bill & Janice Belmont

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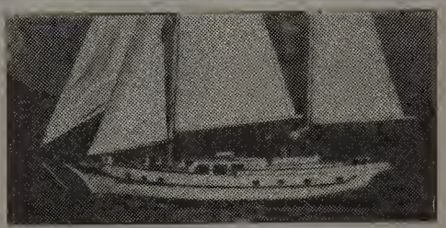
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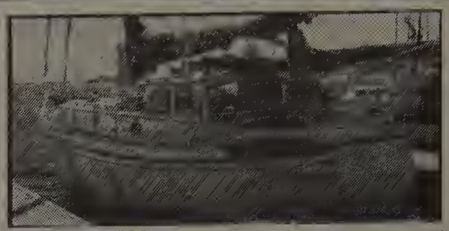
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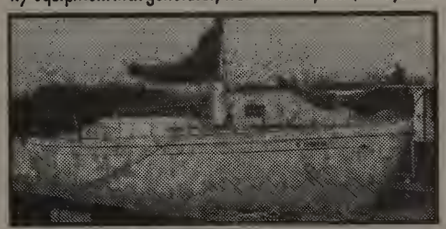
45' JEANNEAU SLOOP, '84. Just listed. Loaded w/equipment incl. generator, water maker, etc. $175,000.



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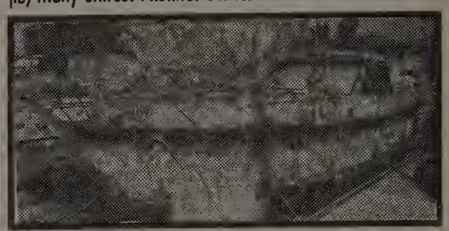
37' TAYANA, '88 pilothouse cutter. Furling main and jib, many extros. Pristine. Owner wants offer.



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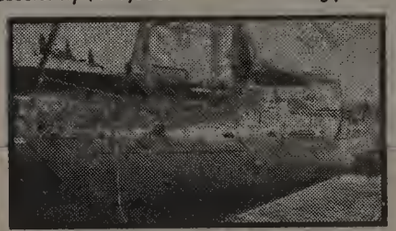
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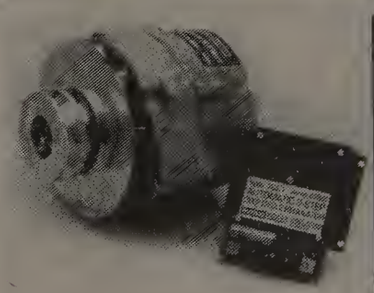
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paint is cupreous oxide, because most of it isn't leeched off, and because most boat bottoms aren't repainted every year.

Nevertheless, there is a whole lot more toxic bottom paint going into the Bay than we would like. We've gone on record — starting a good seven years ago — saying that extensive research ought to be conducted to find non-toxic bottoms paints. We've written about a couple of unsuccessful attempts at just that, and more recently noted that the Coast Guard is currently testing a non-toxic bottom paint. We're still don't think, however, that adequate efforts are being made. As such, we'd support a $25/gallon surcharge on bottom paint to create a big pot that would go to whoever could create an effective non-toxic bottom paint. We're sure a lot of mariners would object to such a plan, but we think it would be worth the expense. And the fact of the matter is that we mariners better take the initiative on this issue, or we'll be in deep poop before too long.

P.S. We should also be careful that we're not comparing apples and oranges. Cupreous oxide may not be health food, but it's not selenium.

⇓⇑A FAIR SHAKE HERE, A FAIR SHAKE THERE

I was saddened to see that the pissing match between you and Mike Herz of BayKeeper continued unabated in the April *Letters*. My principal reason for writing, however, is not to defend Mike — he is quite capable of defending himself, and any fair-minded reader can discern from your comments that you have transformed a disagreement over the interpretation of essentially undisputed data into a personal attack on Mike's integrity and honesty. The main purpose of this letter is to point out that you have smeared an entire organization, comprised mainly of unpaid volunteers, without any serious attempt to find out the facts.

I have been a BayKeeper volunteer for a little over a year and I did some paid staff work for the organization last year. (My beer gut at the helm of the BayKeeper boat surmounted by a little pointy head in a BayKeeper hat was featured in a two-page photo spread in the *East Bay Guardian* a few months back. The photographer must have used the wrong lens, or angle, or something.) Like you, I place the problem of liveaboards pooping overboard far down towards the bottom of the list of threats to the health of San Francisco Bay. The fact is, however, that BayKeeper has never made a priority of going after individual boaters or liveaboards. On the contrary, the main work of the organization, carried out mainly by *unpaid* volunteers, has targeted large polluters and scofflaw operations almost exclusively.

Here are some examples:

1. Persistent monitoring by a BayKeeper volunteer resulted in your favorite agency, the BCDC, getting CalTrans to abate illegal fill of wetlands along the East Bay shore.

2. Collection of samples of toxic sandblast residue during operations at Southwest Marine (the largest commerical big ship drydock operation on the Bay) by *unpaid* volunteers at some risk to their own health and safety finally resulted in action (again, after persistent volunteer bird-dogging) by the Regional Water Quality Control Board and a promise of voluntary remedial action by Southwest Marine.

3. Surveillance by an *unpaid* volunteer on his own time and, again, at some personal risk, resulted in the BCDC fining not a righteous pooper — but a shipyard doing contract work for the U.S. Navy (your tax dollars at work) for clandestine illegal dredging and side-casting of heavily contaminated dredge spoils.

4. The recent action by the Regional Water Quality Control Board to start regulating boatyards, so excellently reported by Shimon Von Collie in your magazine, would have been even more belated without constant pressure from BayKeeper volunteers and the amassing of evidence of toxic discharges at boatyards by these same volunteers on their own time.

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LETTERS

These are only a few examples of what BayKeeper volunteers have accomplished in the short time that the organization has been active. This is the sort of activity that you are undermining by smearing BayKeeper because of a personal dispute with Mike Herz. By doing so, you are being extremely unfair to a large and varied group of volunteers, many of whom have spent long hours in unglamorous tasks such as research and agency monitoring, as well as in often uncomfortable and risky field work.

I doubt that most of the volunteers at BayKeeper, myself included, have agreed with Mike 100% of the time about how to set priorities in the organization. All of us, however, have the greatest respect for the way Mike almost singlehandedly got his organization started, where others had only dreamed about this sort of thing. Sound familiar? Maybe you two have too much in common.

I hope you will now sit down, have a beer, relax, and consider the remote possibility that you might not have had all the facts in hand when you decided to hose over BayKeeper. Then, I hope you will assign the ace out of your vast stable of reporters to do a real job of reporting on BayKeeper's activities, and give the volunteers who comprise the, uh, guts of the organization, and Mike Herz, too, a fair shake.

P.S. If you print this letter, please print it in its entirety.

Robin Matt
Cal 25, *Pelican*
Alameda

Robin — You sit down, have a beer, relax, and evaluate the following assertion that Mike, as head of BayKeeper, steadfastly refuses to disown:

"It is likely that the cumulative impact of sewage, oil spills and other toxic discharges from all of the small untreated pollution sources (boatyards, anchor-outs, marinas, small industries) equals that of the major discharges (municipal sewage treatment plants, refineries and other major industrial dischargers)."

Robin, those are all the 'facts' we need to have to know that either 1. Mike doesn't know what the hell he is talking about (which isn't the case), or 2. Mike is willing to stand by preposterously misleading statements that would induce some influential boobs — such as journalists, believe-it-all environmentalists and members of government agencies — to wrongly think that recreational boaters cause as much pollution as the sewage treatment plants and oil refineries.

We've got absolutely nothing personal against Mike — we argue over the phone fairly regularly — and nothing against BayKeeper. It's just that any time any individual or organization — and we don't care if it's Mohammed and/or the 12 Apostles — starts making false or fuzzy claims that reflect negatively on recreational mariners, we, as the founders and spokesmen for the Northern California Mariners Anti-Defamation League — are obligated by all that is right and true to stand up and raise hell. The cheap and sloppy shots against recreational mariners — even by sacred cows — will no longer go unchallenged.

You rightly make a big deal about all the free work done by BayKeeper volunteers. What you've got to understand is that if BayKeeper's credibility goes down the tubes, so does all that hard and sometimes dangerous work. Which is why, once again, it's so damn important that Mike, as the spokesman, speak and write clearly and accurately, and be able to back all his claims with fact.

Now that you've finished that beer, might it not be the case that recreational mariners were the ones that were "smeared", and we were merely defending ourselves? It's worth having another beer and thinking about.

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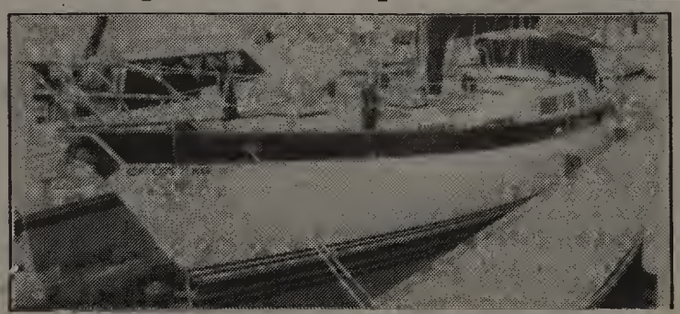
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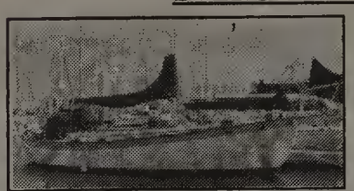


Christina 43. 1988 Corinthian version. 2 master staterooms with 2 heads. Loaded for serious cruising.

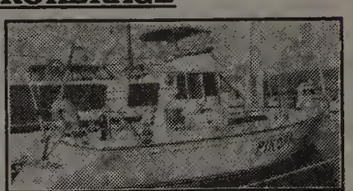


C&C 34+. 1991 model. Hood full battened main and genoa on Harken split drum furler. *Must see!*

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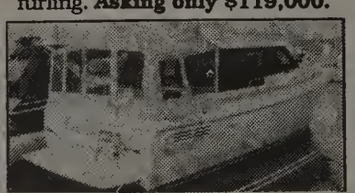
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LETTERS

beginning in February of 1992. All of us have taken two or three-month trips, but have always been able to keep our company health insurance. Can we get group health insurance? Are there any companies that handle cases such as ours?

What do other yachties do for health insurance on their long voyages? If I kept my company insurance and paid the premiums myself, it would cost me nearly $5,000.

Jon Cain
San Francisco

Jon — Most of the cruisers we've spoken to either wangle a way to retain their company health insurance or 'go naked'. It's a real problem.

⇓⇑HIS SMILE WAS AS BIG AS THE BAY

The Bay Area lost another fine sailor on April 15. No, he wasn't a famous racing rockstar, just a guy who sailed well, loved the Bay and did everything he could think of to share his knowledge and love with others.

Hal Reese died of cancer, losing a battle he had waged for 2½ years. His life, however, was full of sailing, laughter, friendships and sharing. Hal taught dozens of people to sail through the Oceanic Society's sailing program. He took Sail Camp kids on overnight trips to Angel Island. He was on the Bay every week for one group or another, getting people sailing. He shared his love of the Bay with sailors and non-sailors alike as a docent for the Bay Model. He was fiercely concerned for the health of the Bay, actively supporting not only the Oceanic Society, but also Save San Francisco Bay Association and other marine environmental groups.

The most important thing about Hal, though, was his indefatigable spirit. His smile was as big as the Bay; his enthusiasm was big as the ocean. It is said that sailing is a sport for life. Hal did it in spades.

Jane Piereth
San Rafael

⇓⇑IT WAS A PLEASURE TO READ

I was pleased to read, in your March issue, the observations of George and Brenda Milum regarding the Middle Gulf part of the Sea of Cortez — and your editorial plug for my charts and mini-guides. I am working on a Conception Bay Mini-Guide now, getting down into the territory where most of your readers go. I hope to have it published in time to offer it as a door prize for next fall's Cruising Kick-Off Party.

May I make a few comments on the Milums' observations?

1. Boy, I'm glad I wasn't at Refugio when all seven of those boats were there! I'm a loner.

2. With regard to San Francisquito, it's too bad the Milums didn't know about the Caletas Mujeres, just around the corner to the north of Francisquito. These are some of our favorite anchorages and offer perfect protection from summer's usual easterly winds.

3. They were lucky not to have been caught in the Salsipuedes east slot in a sudden norther — and they do come up suddenly. As they observed, it would have been tough to get out quickly.

4. The south side of Partida has a good bank of sand right on the edge of the tidal rip between it and Partida Chica. The south side of Partida Chica is quieter, but you have to hunt up a spot of sand for the hook.

5. Northerly winds in summer? Imagine that! It's like all locals tell their visitors: "You had very unusual weather." We were just there in March, and had two weeks of winds from everywhere but the northwest — where they are most expected. Not only that, the south winds blew like crazy in the dead of night when we couldn't see where we were going, and then they died during the day. So

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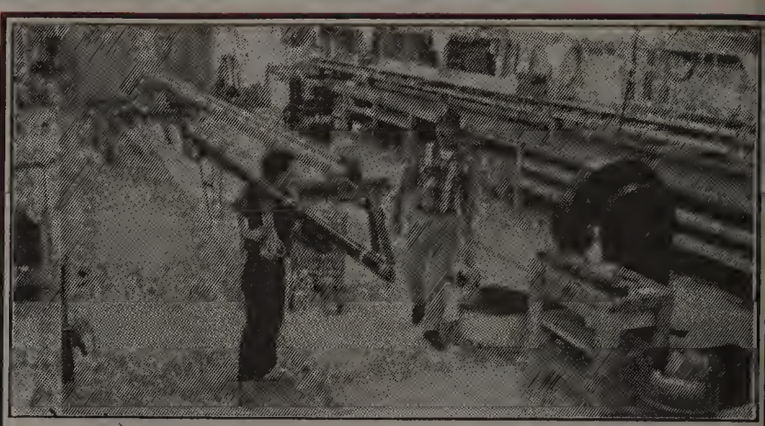
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who knows what Sea of Cortez weather is really like.

6. The same goes for water clarity. It comes and goes from place to place and time to time.

7. I haven't encountered the sand over rock the Milums reported behind Pescador Island, and we sweated out a good blow there once. Perhaps we were in closer to the main beach; I'll check it out the next time I'm up there.

8. With regard to Isla Estanque's entrance, if you follow *Charlie's Charts* directions at high tide, you can end up on top of the submerged northern rocky bar. This entrance has been an enigma, so I spent some time there during extreme low tides and my recent reprint of the Refugio Mini-Guide includes a detail of just the entrance showing the waterline at 0 feet of tide and at 6 feet. At all tides the channel is closer to the south side than the north, but with a full ebb flowing over the reef it is a little hairy to get close enough.

It is a pleasure to read such an accurate description of the midriff island's anchorages and to see that someone else is also encouraging cruisers to enjoy the Middle Gulf. I've enclosed a set of mini-guides and tide tables for the Milums if you have a forwarding address for them.

Gerry Cunningham
Patagonia, Arizona

Readers — Cunningham, who has perhaps cruised the Middle Gulf more extensively than anyone, produces a number of detailed mini-guides, charts and tide tables for this lightly visited area of the Sea of Cortez. They are available at most marine bookstores and chandleries.

⇓⇑I TALKED MY BROTHER-IN-LAW INTO INVESTING IN IT

I want to first say thanks for putting my name and boat in your fine rag on the occasion of the 1990 South Tower Race. Although the name of my boat is *FN*, not *Essin*.

After being dismasted and while waiting for *FN* to be repaired, I was suffering through withdrawals, so I started looking through the *Classifieds* more and more. After a while I found a Columbia Sabre for sale and talked my brother-in-law into investing in it with me.

After working on it for two weekends in Sausalito, we headed up the river to the home of 5.5 Meter boats, Stockton. It was a great ride up, as we were surfing and hitting 9.5s with just the jib wung-out. We had to sit on the boom because we didn't have a vang or preventer. If we can get some of the 5.5 folks to help us rig and prep *Mr. Bone*, we're going to enter her in this year's South Tower Race. So look for us at the starting line.

Secondly, I want to tell you about a bright yellow boat I saw at the Sacramento Boat Show. It looked so much like Russell Long's speed-demon *Longshot* that I thought she was the real thing. Then the promoter told me it was really an Avocet by Yamaha. Although 22 feet long and 19 feet wide, she weighs just 275 pounds. The two wing sails are sheeted by hand and the boat is steered with the helmsman's feet. With just the helmsman aboard, the boat requires nine knots of wind to 'take off'. Her maximum crew is two; her maximum speed, I was told, is 30 knots! The Avocet, which retails for $10,000, looks like a lot of fun to me.

Rick Nelson
FN & Mr. Bone
Georgetown

Rick — Not the Rick Nelson?

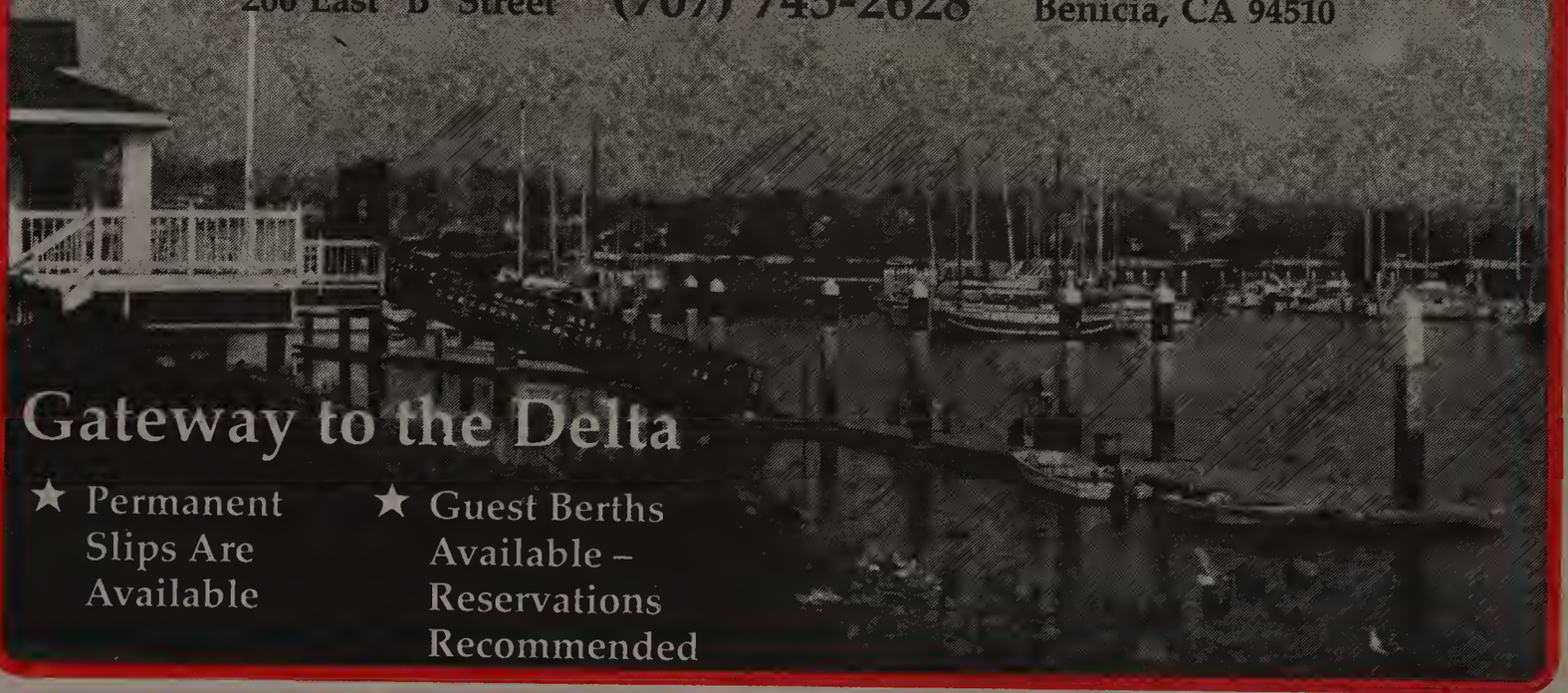
⇓⇑WHO IS CAUSING WHAT?

I am following with interest the whole scene on water quality in Richardson's Bay, both in your rag and occasionally the *Coastal Post*. The attitude of the Regional Water Quality Control Board is

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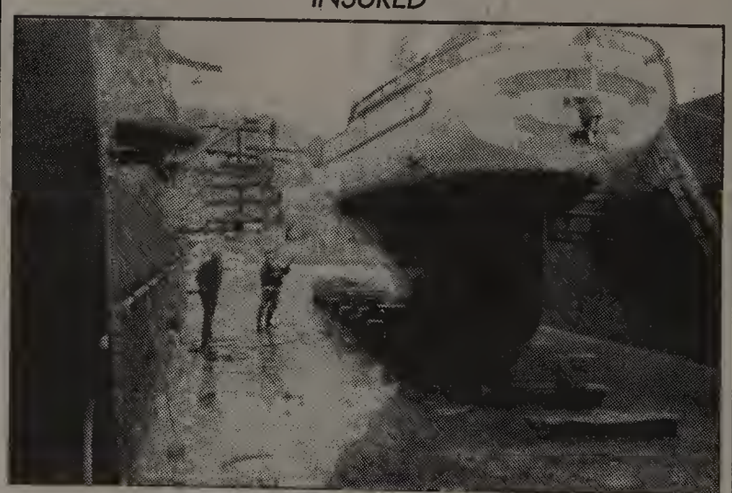
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LETTERS

particularly interesting. They are down on Marin County and the municipalities for not acting fast enough, and they seem to really believe that it is the recreational boaters who are causing whatever pollution there is.

About 10 years ago, when I spent quite a bit of time around Waldo Point Harbor, I requested that the RWQCB give me information on water quality in that part of the bay. If they didn't have it, I asked them to test for it. I was concerned because I had followed the development of Waldo and knew of the proliferation of boats belonging to the so-called Gates Co-op located in the middle of Waldo. I also was aware of their lack of sanitary facilities and of the high incidence of hard drug use in the area at the time.

The RWQCB did not even reply to my letter.

I don't know if the situation at Waldo with the Gates Co-op boats has changed in the intervening time, but seventy-eight households (boats) were pumping raw sewage into the bay daily, in an area of Richardson Bay that gets very little tidal flushing (pardon the pun). That's 78 boats. Daily. Doesn't that raise a red flag with anyone? How can anyone even suggest that recreational boats are a problem until they have investigated this?

But they won't, you know. The Gates Co-op is still "in the planning process". The county won't touch them. The Gates Co-op can't make their plan work and haven't been able to since they began the "planning process" approximately eight years ago. So they keep changing it, hoping that a new version will work. Then they threaten violence — remember, they burned docks, threw rocks through windows, sunk a barge trapping TJ Nelson's pile-driver for 18 months, etc., etc.

I went to many county hearings over the matter some six years ago. It's just amazing how this is allowed to go on and on.

Some questions need to be asked: How many of the 78 Gates Co-op boats are hooked up to sanitation? Is it approved and working sanitation? Where are they in the 'planning process'? Is there any end in sight? What is the coliform count at "A" Dock, Issaquah Dock and the Main Dock of Waldo Harbor (surrounding the Gates Co-op area)? How does this compare with the rest of Richardson Bay? This doesn't even get into the politics of Waldo Point Harbor, Inc. and what they have done to abet this situation in order to keep the peace.

Name Withheld
Marin County

Readers — The author of this letter, citing reprisals in the past for commenting on the subject, requested that his/her name be withheld.

⇓⇑WHAT'S THE CURRENT INFORMATION?

Earlier this year I moved my boat from Alameda to Benicia. I plan to race in the Straits this summer, at least in the beer can series, and am attempting to understand the current patterns. But consulting this year's Tide & Current book has only added to my confusion. Maybe you guys can tell me how to correct for currents in the Carquinez Straits.

Most folks who've sailed up to the Delta more than once are aware that you can usually hop on the early flood in the Bay and ride it all the way to Pittsburg or Antioch. However, if you look on page 11 for Current Time Differences, below the "On Carquinez Straits" heading, you'll find negative time corrections for all the locations in San Pablo Bay & Carquinez Straits. This, I suppose, implies that the reference point for these times is somewhere in the Straits.

Last year's Tide & Current book had a separate section for "Currents at Carquinez *Straight*". This year's book has a set of blank pages for notes. Did they remove the Carquinez section because of the misspelling of 'strait'? Also in the 1990 book, the time difference between given current conditions at Carquinez and

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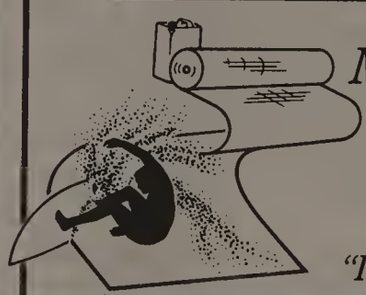
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the Golden Gate are not consistent throughout the year for comparative days. This makes it difficult to extrapolate a reference correction time for the straits.

Adding even further to the confusion is the fact the reference points for correct readings are only shown for points 1 through 45, while tidal differences are listed all the way up to point 86. So where are reference points 46 through 86? On the bottom of page 2, it says that they are on the chart diagram (pages 12 thru 17). The 1991 book only has the diagram on pages 12 and 13.

So what's a 'Strait Racer' to do? I've already noticed significant counter currents in unexpected spots between the Martinez and Carquinez bridges which I'd like to try and understand.

Do you folks know of any readily available information that can help us North Bay and River sailors?

Will Green
C&C 37 *Virago*
Benicia

Will — We'd like to be able to help you, but reading tide and current tables has always put us to sleep. Besides, we think your best bet is to seek out whoever has been winning the beer can races for the last three years, buy him some drinks and get him to talk. We suspect that local knowledge is a lot more helpful than a tide book in a small and snaky section of river such as that. You should have a lot of fun figuring it all out this summer; we'll be expecting a detailed report in the fall.

⇓⇑BROADEN THE VERNACULAR

The publication of Paul Dines' letter in the April issue, regarding the use of the word 'bristol', causes me, as an Englishman, to inform you of another use of that word.

In English rhyming slang the word 'Bristol', or actually 'Bristols', is used to denote a fine pair of woman's breasts. This is taken from the words 'Bristol Cities' (titties), and as is common in rhyming slang, the rhyming word is dropped, leaving us with "Look at those Bristols".

I trust that this elucidation of the word Bristol will help broaden the vernacular of the 'English language' for you and the readers of your fine publication.

William P. Pigg
Action Food Products, San Rafael

William — You truly are a Pigg, but we welcome your scholarly contribution nonetheless.

⇓⇑TWICE IN THE PAST TWO MONTHS

BayKeeper! For all of their ponderous platitudes, they are guilty of a far worse sin . . . they don't watch their wake. Twice in the past two months I have observed the little BayKeeper Bayliner patrolling the Oakland Estuary in mid-week. Yes, they were going slow, but still fast enough to throw a wake big enough to start the 'dance of the masts'.

Pay attention, BayKeeper! You watchers are being watched.

Jerry Littlefield
Alameda

⇓⇑THE 'GETTING MONEY' SOLUTION

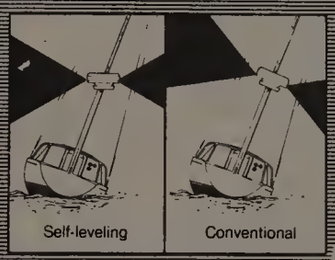
Your April edition had a query and response in the *Letters* regarding the difficulty in transferring money when sailing abroad. If you're talking about the difficulty in obtaining cash, there is a solution that worked for me when I sailed to Central America 12 years ago. I assume the procedure would still work today.

I opened a cash management account with a major brokerage firm in San Francisco. A cash management account is an interest bearing account which provides a checkbook and a VISA card. A minimum deposit is required to open the account of course, and a

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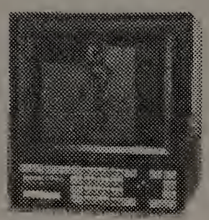
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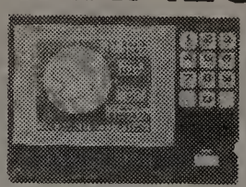
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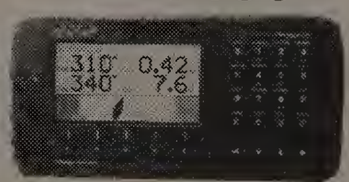
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minimum balance must be maintained. I think the initial deposit had to be $20,000 and the balance had to stay above $10,000. The advantage was that all the charges and advances on the VISA card were paid directly from the account. No bills are sent that can languish in a post office somewhere.

I had no difficulty obtaining cash advances with the VISA card in Mexico, Costa Rica, or Panama — although sometimes I'd have to wait as long as an hour in Mexico for approval because of their antiquated phone system.

There was a ceiling on the amount of cash that could be advanced in a single transaction. It varied from bank to bank, but outside Mexico the amount was high enough not to be bothersome.

Presumably the VISA could be used elsewhere in the world to obtain cash advances, but I, too, am interested in knowing whether it will work in the smaller islands of the South Pacific, such as the Tuamotus or Tonga.

Ethelbert Nevin II
San Francisco

Ethelbert — Cash management accounts with VISA cards used to be a popular way of getting cash — do cruisers still use them? Getting cash advances at American Express offices also works well.

But there are still two problems in the more remote areas: 1) is there an American Express office?, and 2) does the bank that accepts the VISA have enough money to meet your needs? The latter is no joke — not even in Tiburon, California. A year ago we had to get $10,000 in cash to pay for a bunch of boat work we'd had done in the Caribbean, and the Tiburon branch just didn't have that kind of cash on hand. If Tiburon doesn't have $10,000 in the vault, you've got to wonder if they've got $500 in a lot of boonie bank branches.

Can we get some more feedback from cruisers in Mexico and beyond? What are the best ways to get money and what are the limits?

⇓⇑ALL ABOUT AHE

We're writing in response to your request for first hand account of visits to Ahe (to replace those about visits to Swan Island).

My husband and I stopped at Ahe, which is an atoll not an island, in June of 1990. Approaching from Manihi, we nearly passed by the poorly-marked entrance. Spotting a red reef marker some 50 yards inside what appeared to be the only pass, we went for it. Once committed, we saw more markers; having the current in our favor, we continued on five miles through the lagoon to the village.

The locals were very receptive. They welcomed us into their homes, wove *pandamus* sun hats and strung shell necklaces for us. They later caught and cooked an immense fish dinner for the four newly arrived yachts, a dinner that was served by the mayor and his mother. We later had a bonfire on the beach with the locals playing guitar and ukeleles near the 'yacht club' founded by Bernard Moitessier year ago.

But the highlight of the spot was the visit of the copra boat, which allowed us to provision our liquor locker on the otherwise 'dry' atoll.

Visibility anchored in 40 feet of cerulean water was excellent for snorkeling and spear-fishing among coral head and relatively non-aggressive black tip, white tip and gray sharks.

All in all, Ahe was a highlight of our passage through French Polynesia. The recent picture of Papa Toa and Mama Fana (the mayor's mum and the hat weaver) in the July issue of *Cruising World* was a pleasant reminder of our cruise through the Tuamotus.

P.S. Regarding mail to Mexico, other than Gil and Karen at Papi's in Cabo San Lucas, mail is usually sent c/o the Port Captain, yacht in transit. But everybody and his brother paws through it,

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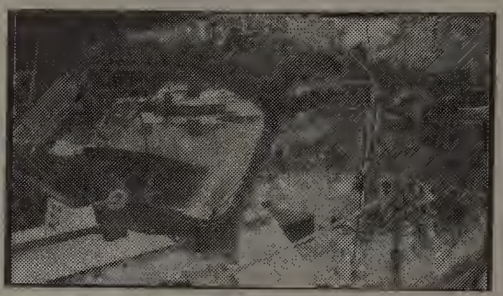
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Geoff & Karen Griffiths
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⇓⇑TO BE OR NOT TO BE . . . A HAM

My hat's off to the staff at *Latitude 38*. You have an excellent magazine. The main reason it's so good is that the writers really do know what they are talking about when it comes to boats and sailing. Unfortunately, I didn't quite hear the same expertise or understanding, even with Gordon West's help, when it came to Amateur (Ham) Radio as discussed in the *Cruel Hoax* item in March *Sightings*.

I think that we mariners sometimes forget that ham radio is not just a tool for cruisers. It's a full-blown hobby in its own right, with rules and regulations, and with followers who love it just as much as we love our boats. Now I'm certainly no expert either, but as an Extra Class Amateur first licensed in 1966, a two boat owner (Herreshoff H-28M and Grand Banks Alaskan 46), and a prospective cruiser, I'd like to make a few comments about the issues raised in that *Sightings* item.

I'll be the first to admit that Amateur Radio has its problems, but not all of them stem from within the hobby. Some of the biggest come from non-hams who have their own agendas of turning ham radio into something it was never intended to be. Paraphrasing the five-point 'mission statement' for the sake of brevity, Amateur Radio exists for the purpose of education, research and development, furthering the art of radio communication, providing emergency communication and promoting international goodwill — all in a non-commerical atmosphere.

I really don't know how to break it to all the cruisers out there, but ham radio doesn't exist for the purpose of avoiding toll charges from the South Pacific (questionably legal under current FCC rules) or ordering spare parts (totally illegal). That, my friends, is what marine SSB radios are for.

Secondly, there's the Morse Code issue. I am growing very tired of the lame argument that it's too difficult and/or time-consuming to learn Morse Code. There are over half a million hams in the United States (up 100,000 from 1981) from every walk of life and every level of intelligence. The only people that code has ever stopped from getting a ham radio license have been those who were too lazy or who didn't really want to be Amateur Radio operators. To be perfectly honest, anyone who puts ham radio in the same category as Nintendo and MTV is not really going to bring benefit to the hobby in any category other than statistics.

Now that I've gotten that out of my system, I also have to say I think the 'no code' license is a good thing for ham radio. I realize that it doesn't help the hobby of cruising, but (shock of shocks) it wasn't intended to! It is intended to help the hobby of ham radio. It lets new hams get their feet wet in the part of the radio spectrum where all the advancements in communication arts — see the above mission statement — are taking place. FM fast-scan television, facsimile, satellite communication, moon-bounce, laser communication, and digital transfer may not have much to do with cruising, but it's sure not the '50s either.

Hey, if you want more than that, quite complaining and learn the code (it's part of the hobby!), or go spend the extra money on a marine SSB rig and send away for your $35 license. Sure the code is outdated. So are wooden boats, but there are a lot of us who still love them. As long as the written test for Amateur Radio licenses is admittedly a joke — as you pointed out — the code serves to weed out those who could care less about Amateur Radio.

Yes, the hobby is shrinking (*very slightly* in the last two years), but any growth needs to come from people who will support it and

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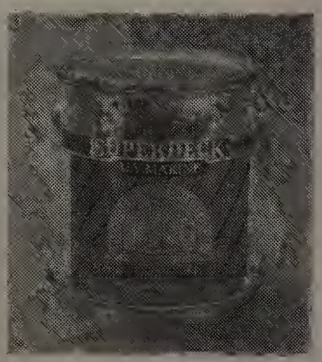
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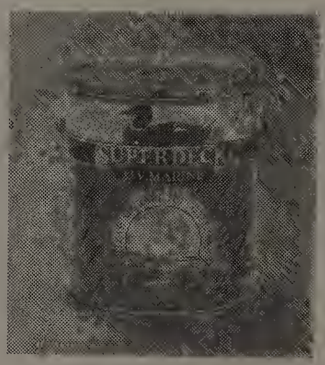
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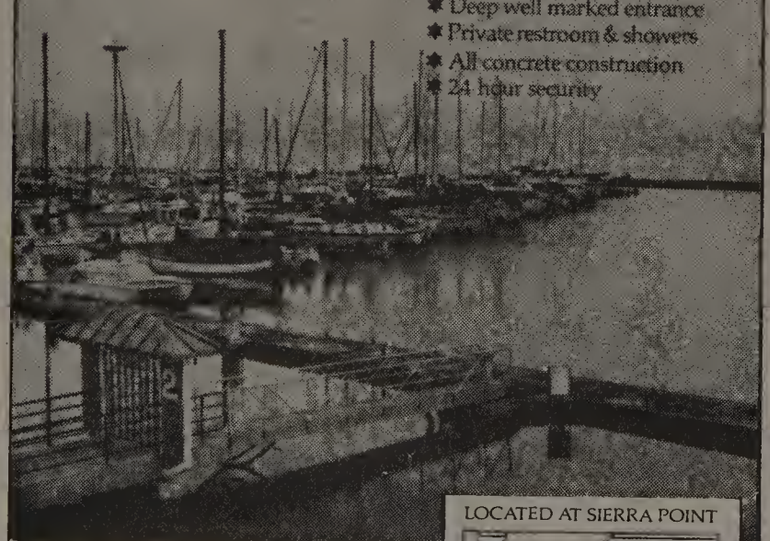
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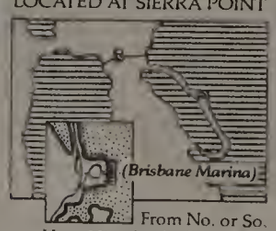
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help it grow, not from people looking for a long-range cellular telephone.

Personally, I think they should drop the code requirement completely and quit publishing the test questions and answers. Of course, the test would be even harder than it is now.

As far as your comments about certain net controllers, I must apologize for the jerks in my hobby. They are wrong, pure and simple. As long as the rules remain as they are, they have no right to stop anyone from using the nets. While I don't condone these actions, I'm certainly not surprised by them. The fact that someone goes into a Mexican government building and buys the privileges that I had to study long and hard for makes me very angry. It's a perfect example of someone using a legal technicality to break the rules that other Amateurs have to abide by, and for purely personal purposes rather than the good of Amateur Radio. So people shouldn't be surprised if they pull that Mexican license ploy and somebody at the other end of the microphone resents it a bit.

I'm not trying to be elitist about my hobby and I'm not trying to say that cruisers shouldn't be hams. Most of us *are* in one way or the other, anyway. I am trying to say that if you want a ham license just to chit-chat back home while you're out cruising, either quit complaining and learn the code, or better yet, buy a marine SSB and leave the hobby (important word) of Ham Radio for what it was intended to be. Of course, if any of you cruisers out there really want to become Amateur Radio operators and acknowledge the responsibility that goes with it, I'll not only welcome you with open arms, I'll even teach you the code myself.

Randy Heise AA6XM/MM
Starduster & Shiska
San Leandro

Randy — You don't know how much you and we are in agreement:

1. We both agree that the code requirement should be dropped.

2. We both agree that business should not be conducted over Amateur Radio. And,

3. We both agree that if there is to be a test for Amateur Radio licenses, it's imbecilic for the questions and answers to be available ahead of time. Whether the test is hard or easy isn't the point, it's whether the test is relevant. At this point in time, it's anything but.

But here are a couple of areas where we might disagree:

If code knowledge is truly important, then all license holders should be retested for proficiency on a regular basis. Since regular tests are not required, and since many advanced ticket holders no longer remember code, the current code requirement is nothing more than a form of hazing. The old 'I had to suffer to learn code, so everyone else should have to also' is as ridiculous as it's punitive.

And if folks enjoy the hobby of Ham Radio by chatting with folks halfway around the globe, it's nobody's damn business if either party is in a car, a house, a boat or a tree. There's not a single thing about operating an Amateur Radio from a boat that inherently puts it at odds with Amateur Radio's 'mission statement'. So if ham radio just happens to be a fantastically helpful tool for folks out cruising, land-based hams ought to accept it without rancor.

⇓⇑MY EYES YEARNINGLY FONDLED EVERY CURVE

I was witness to the beaching of a sailboat in December, just south of Half Moon Bay, so perhaps I can provide some of the answer's to Michele Rae's April issue inquiry.

I was heading south on Route One to a tree farm with a friend. I wasn't driving, so like all sailors, my eyes yearningly fondled every curve of the shore. Suddenly I spotted a sailboat which seemed to be headed dangerously close to shore. It would bob to the south and then to the east, as if her captain were uncertain as to which way to head. After a few minutes, she headed straight for shore!

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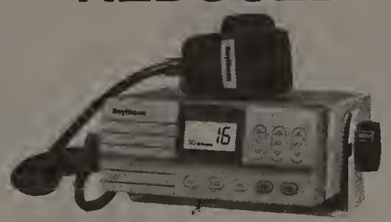
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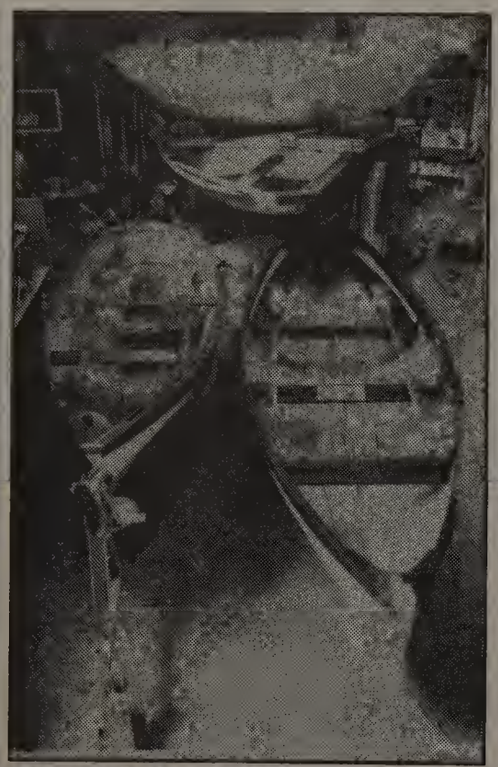
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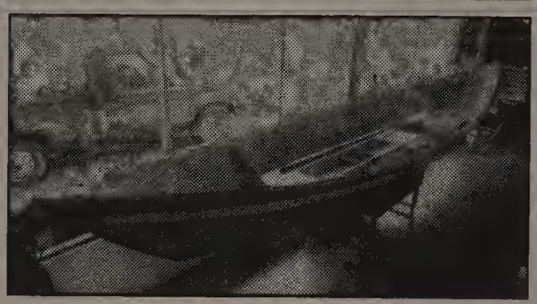
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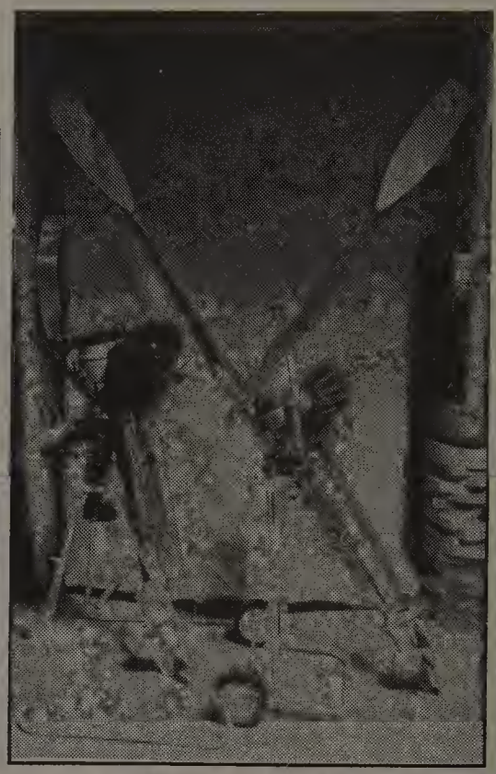


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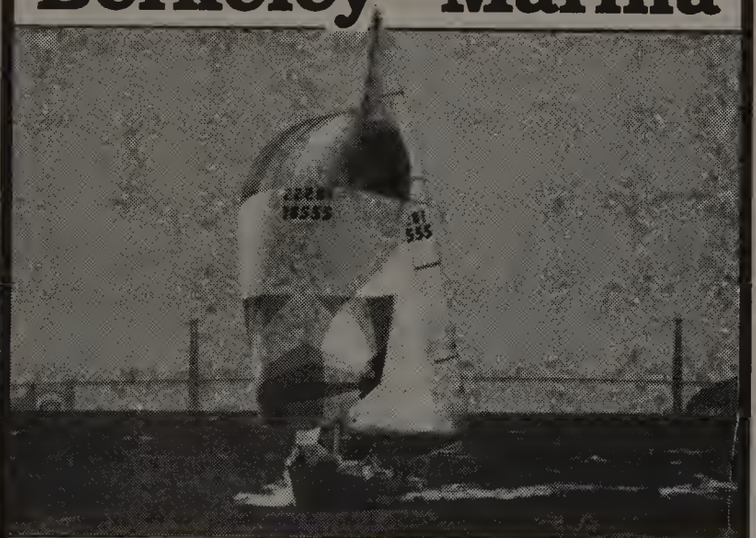


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LETTERS

I said I thought the boat was in trouble, but my friend disagreed and continued driving down the road. Well, the tree farm was closed so we turned around and headed back toward Half Moon Bay . . . just after the sailboat hit the beach!

We pulled over immediately and descended the cliff, calling out to see if anyone was aboard. Nobody answered. We were about to board the boat when a member of a nearby road crew hollered down that someone had gone into the cabin after the beaching. We called again with no response, but soon after a young man appeared and joined us on the beach.

Although he was evidently in a state of shock, we managed to find out that he had just left the San Francisco area that morning for his home in Los Angeles. Apparently he'd just flown up and bought the boat and this had been his maiden sail. He told us that he started to have engine trouble, then the engine quit completely. It was then he decided to head for shore.

Just then several members of the sheriff's department arrived on the scene to question the man. A Coast Guard helicopter hovered above long enough to be certain they weren't needed, then left. Once it was determined that nothing more could be done just then, everyone departed. The boat's new owner said he would remain on the boat to prevent vandalism, but asked the sheriff's department to call the harbor and get a quote on having the boat salvaged. He said he wasn't insured but had a substantial amount of money in the bank to pay for saving the boat.

I don't think the young man realized how fortunate he was to have beached his boat with just a few scratches along that coastline. In the four years since purchasing my home in Half Moon Bay, I have seen many boat and ship wrecks. Not only is the water very rough along this coast, especially in the winter season, but submerged rocks and reefs lay treacherously in wait for their next victim. I wondered why this fellow had headed for shore instead of hoisting sail to either beat back to Half Moon Bay or sail on to Santa Cruz. Did he have charts aboard? I wonder if he had any boating experience.

The boat remained on the beach for several more days. The last I heard was that two young fellows had negotiated a percentage of ownership in exchange for putting her out to sea again, but hadn't quite figured out how they would do it. Without the underwater help of a diver, it would have been foolhardy to risk another passage through the rocks. The water was so rough for so many days after the accident that only a foolish diver would have risked it.

That's most of the story. Perhaps some other reader can tell us how it all ended.

Elizabeth Honeyman
Half Moon Bay

⇓⇑FOR US MERE MORTALS

My sailboat *Saraband* was involved in a rescue last weekend, and as a result I have a couple of thoughts for those who may unintentionally find themselves floating in Northern California waters.

In our case, we came across a sailboarder who had become separated from his board on Monterey Bay. There was a strong southerly snorting, and he was well on his way to Moss Landing, an inadvisable swim.

I don't think the guy, who was in his late 20s and a meaty 200 pounds, had been in the water mofe than 20 minutes when we got to him. Just out of the Navy and back from the Indian Ocean, he was lucky to be wearing a good wetsuit. Nevertheless, he was a shade of gray-blue by the time we got him aboard. It's amazing how a big man in good condition and wearing a quality wetsuit can become so cold so rapidly!

At the time we got him aboard, I was too busy handling the boat to give him much attention, so my crew and partner, Mary Morris

ALL THINGS TO SOME PEOPLE

STARBUCK CANVAS WORKS

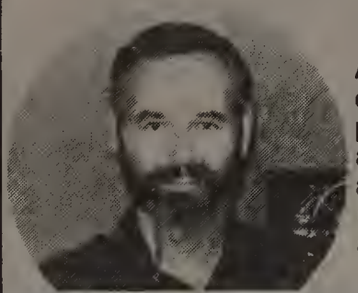
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— who just happens to be a very experienced surgery nurse — took note of his color and wrapped him in a blanket. She did not remove his wetsuit.

When I later had time to reflect on the man getting so cold so quickly, I realized that he did not have any head cover nor did he have well-insulated boots. I'm sure there are those who can survive well without protection in our cold waters, but for us mere mortals, the care of our bodies is every bit as important as the handling and maintenance of our craft.

Alas, I can't help but have one more go at the J-24 sailor who presumes that buoy racing on San Francisco Bay is the height of nautical thrills. I truly wish that he could experience sailing before the mast on a square-rigger and find himself aloft on a topsail yard in a North Atlantic gale, or wrestling with a 60-foot main boom on a dark squally night in the Indian Ocean. Perhaps fighting to secure a jib on a 20-foot bowsprit while being buried in Pacific swells would make this J-24 sailor appreciate the generations of seaman who stood watches without the benefit of hot showers at the end of a day or night's work.

My point is that sailing in any of its many forms — be it on high performance racing cats, monohulls, or block & tackle ships of another era — should be a treasured experience that can be enjoyed throughout a lifetime.

Steve Gann
Saraband
Carmel

Steve — No matter if you're going to be bobbing around in the water or sailing on a boat, warm headgear is crucial. We can't remember the exact figure, but something like 60% of all body heat is lost from the head. Eighty-percent if you talk too much.

⇓⇑IT'S NOT JUST A SPORT OR WAY OF LIFE, BUT AN EXPRESSION OF WHO YOU ARE

In-ev-i-ta-able — adj. *Incapable of being avoided or prevented.*

Such a simple word, short, concise and to the point. Had I known the definition, I might never have gone on that Tuesday night 'beer can' race at Sierra Point.

It had all begun some months before when I had moved to South San Francisco to start a new job and had moved in with some friends of my wife. I knew they owned a sailboat and have lived aboard it for some time, but I was not ready for their total dedication to sailing. Perhaps I should have had an inkling from an event that happened on the second day I stayed with them. Leon pointed to a copy of a magazine on the table and proclaimed "That's the house bible. It stays in the middle of the table until the next month's issue comes out. Then it goes in the box under the television with the last 100 or so other copies."

And what was this 'Holy Grail' of the Ecker household? You got it, *Latitude 38*!

I dumbly shook my head and tried to remember if latitude went north & south or east & west. During the next few days before Leon and Becky went to the Caribbean, I heard words that I was sure belonged in some early Errol Flynn movies: snatch block, spreaders, broad reach. No wonder, I thought to myself, that boats are named after women. But I think it was Becky who summed up their attitude best: "It's not just a sport or way of life, but an expression of who you are. If the wind is really blowing like stink and you don't think you can handle it, no one will think less of you, because you're sticking it out — just to see who you are."

When that fateful Tuesday arrived, I drove to Sierra Point with Becky and Leon, and helped put all the gear aboard *Guajolote*, an Alberg 35 from the Tiburon YC. Patrick and Joy Short joined us as crew that knew what they were doing — as opposed to myself and another couple, who were primarily 'rail meat'. Once the race started, I sat in the cockpit and thought how beautiful the Bay was,

There *is* a full chandlery on the San Francisco waterfront.

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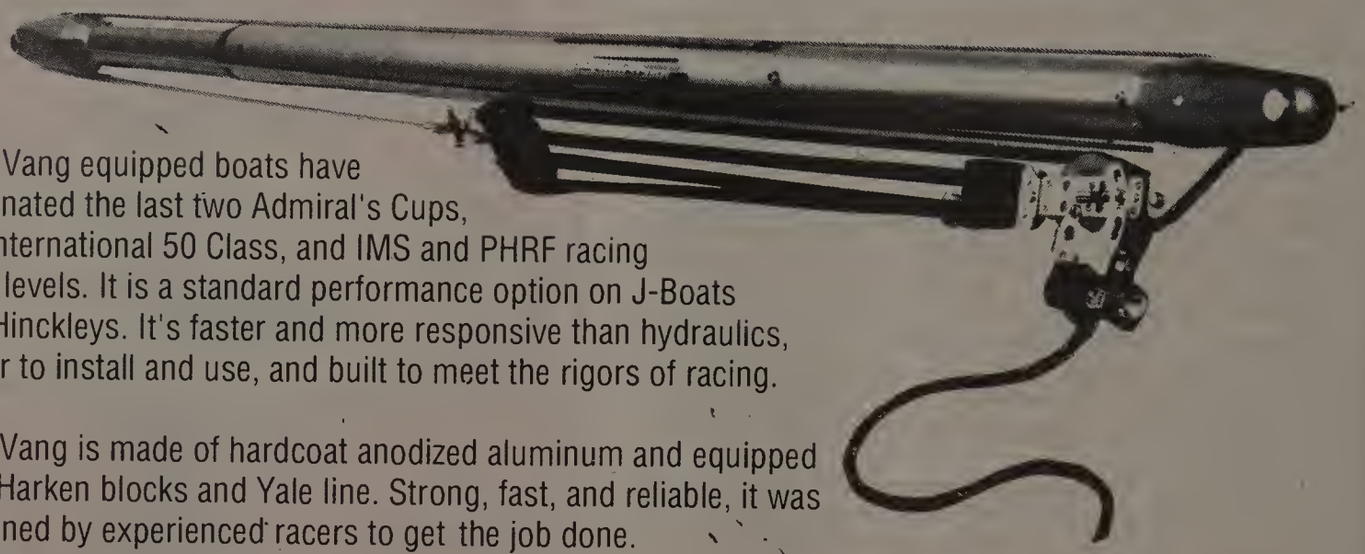
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LETTERS

how nice the water looked and how funny Patrick was at telling stories. Suddenly, I noticed how close we were to the other boats and how we were rapidly approaching a great big buoy . . . that would probably sink us! Leon calmly said, "Ready to tack . . . tack." Somehow we passed the buoy without hitting it, although I don't know how.

Patrick then yelled something about a wind line, and all of a sudden the boat leaned way, *way* over and took off like a scalded dog. I managed to work my way over to the high side and clung to a wire that was there for that purpose. I put my feet over the rail like I was told, and tried to act as though it were the most natural thing in the world. I'd raced motorcycles for years and know when any controllable vehicle is on the edge; if we weren't on the edge then, I hoped I never would be.

Oddly enough, it all felt 'right'. There was no inner turmoil, no ragged nerves, no dry mouth. The only thing wrong was the stupid grin on my face. You all know the one; it starts at about one ear and goes all the way to the other. Soon our hair was all wet, our sweaters were soaked, and our eyes were as those of demented scientists in a B-rated movie. All too soon the race was done and the boat put away. We went to the yacht club where I noticed that *everyone* had that look on their faces. All this for a Tuesday night fun race.

On the way home, Leon looked at me and said, "That was just about as good as it can get for a late season race". And that is when 'the word' came up. Becky said to me, "You know Steve, it's inevitable that after tonight you'll want a boat, too." As I went to bed that night, I thought about what she had said. I had moved here away from my wife and family to take a good-paying job, had planned how long it would take before I could be back with them, had gone home on weekends to see them, and knew what was important in my life.

So the next time you are around the Cityfront or Angel Island or out in the Slot and you see a Coronado 25 with a family of five aboard, remember that word.

My eternal thanks to Becky and Leon Ecker of the Alberg 35 *Guajolote* and Farr 38 *Bad Dog*, and Joy and Patrick Short, who someday will have a Nor'Sea 27.

Steve and Carmen Harlin
Maui Belle, Coronado 25
South San Francisco

⇓⇑WHAT EVER HAPPENED TO . . .?

Last summer you ran an article about the Buchan 37 *Pleiades* being run-down and sunk off Point Reyes. I'm curious if there was ever any follow-up article; you mentioned there might be one.

Mike Reganold
Portland

Mike — Lt. Commander Leland, who conducted the investigation for the Coast Guard, tells us that he just completed his investigation and sent it to the Commandant's office for approval. If approved — the process takes about three weeks — the findings will become public record. Like you, we await his findings.

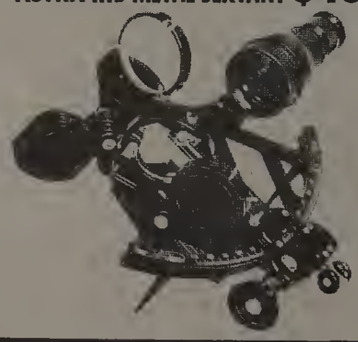
To refresh memories, last June 26 Peter Lange's Pacific Northwest-based Pleiades *was on her way to San Francisco when she collided with the* Mobil Arctic *off Pt. Reyes. The crew of the sailboat was able to enter their liferaft before the boat sank. Seeing flares, the tanker turned back and stood by the liferaft until a 44-foot motor lifeboat arrived from Bodega Bay. All crewmembers were rescued in good health. Lange was bringing his Buchan 37 to San Francisco to compete in the West Marine Pacific Cup.*

Some people might assume that the tanker was automatically at fault. That is not necessarily the case.

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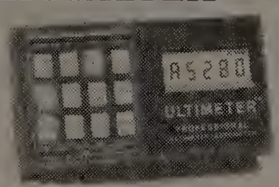


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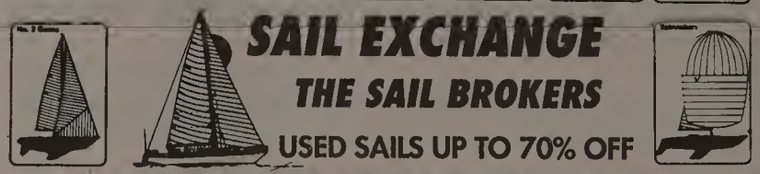
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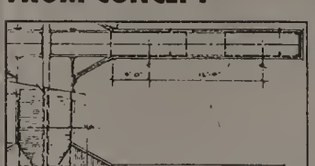
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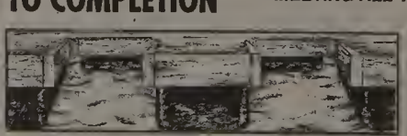


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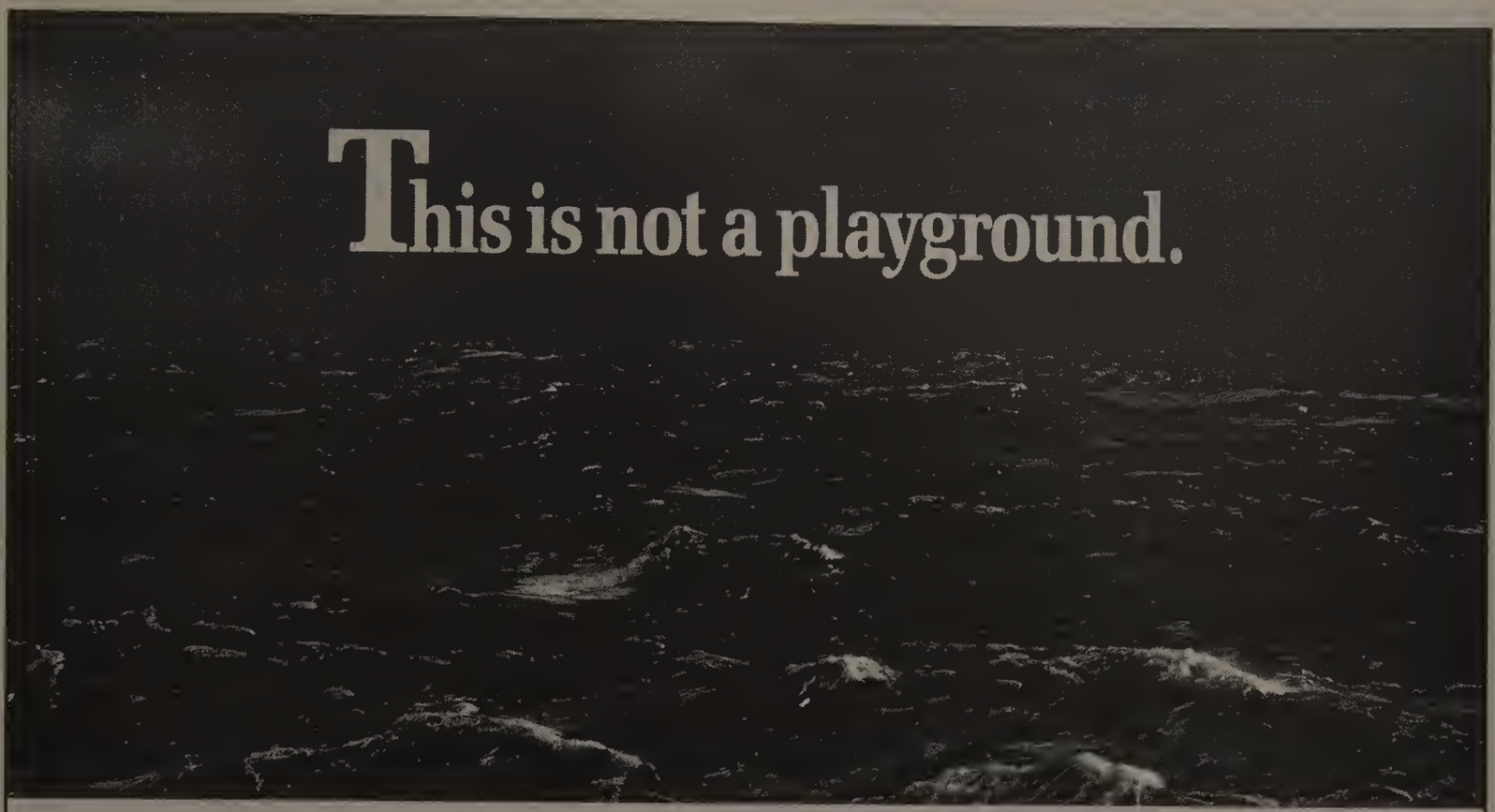
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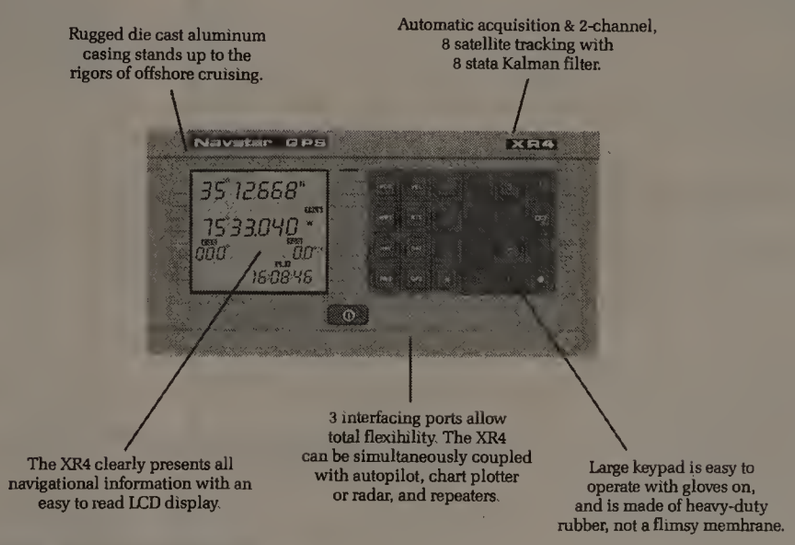


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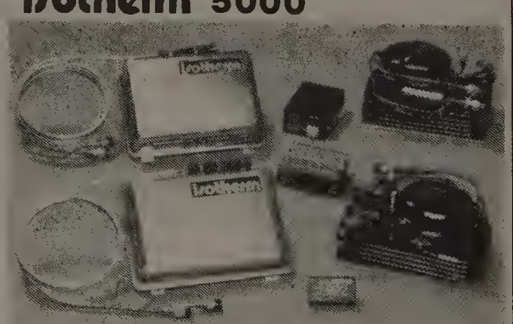
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LOOSE LIPS

Hurry up and wait.

Waiting lists for slips are the norm in Southern California, but up in these parts most marinas always seem to have at least a few open slips. All except San Francisco Marina, that is. A short piece in *San Francisco* magazine recently noted that harbormaster Gary Davis finally put a freeze on that unwieldy thing. At 1,100 names, it's estimated those near the end of the list would have to wait about 20 years for their slip to come up. (Indeed, tourists often signed up on the outside chance they might retire here someday.) Why the interest? Five reasons: the prestige of a slip on Marina Green, the still-reasonable rates ($131.25 a month for a 35-footer), and location, location, location. It reminds us of a waiting-list friend down south who quips the only chance he has to get a slip in Long Beach "is through reincarnation".

You don't say...

Well, it seems like Don Klein, former 49'ers play-by-play announcer, has solved the puzzle of the boating industry drought of the last few years — at least locally. Can you believe it, the culprits are the 49'ers themselves! In a front page story in the April 8 *Chronicle*, Klein reminisced about the old 49'ers of a decade ago. "They weren't just losing, they were a very bad ballclub," he said. "The team had better not go 2 and 14 again, because if they do, *everyone will go sailing* (our italics) or play golf again."

The mystery reopened.

The discovery of the *Titanic* by oceanographer Robert Ballard in 1985 uncovered more than the remains of the unsinkable liner that sank on its maiden voyage in 1912. It uncovered new evidence that may exonerate the name of British captain Stanley Lord. His *S.S. Californian* has long been blamed for being the 'mystery ship' sighted by *Titanic* survivors, but which didn't stop.

Until he died in 1962, Captain Lord maintained that neither he nor the *Californian* were at fault. This despite almost overwhelming evidence to the contrary: Although he was asleep at the time *Titanic* was going down, his junior officers on the bridge reported sighting a ship that one described as 'looking like a liner' in the ice field in which prudence demanded they stop for the night. (*Titanic* on the other hand, didn't heed the ice reports and steamed headlong into the berg which sliced her open.) Later, the officer of the deck spotted a white rocket — 'possibly a distress signal' — followed by seven more rockets. Two attempts to signal the ship drew no response, so the *Californian* officers didn't do anything. When the ship finally disappeared, they figured it had just steamed away.

Was it *Titanic*? Was *Californian* the ship whose lights *Titanic* survivors saw? Was there a third ship, as some claim, an illegal sealer which was scared away by the flares? Or, as many supporters of Captain Lord claim, was the blame fixed on *Californian* to cover up for the insufficient number of lifeboats aboard *Titanic*? (Incredible but true, as the *Titanic* was being built there was more than a little haggling over whether to put any lifeboats *at all* aboard — why would an 'unsinkable' ship need them?) Those questions have been taken up anew by the British Government. Why? The final resting place of *Titanic* and the 1,500 souls who went down with her was right where Captain Lord had always claimed it would be: several hundred miles off Newfoundland and therefore too far for either ship to have seen the other.

Blowing away stress.

Quote of the month — and boater of the month — come to us from the pages of *The Bulletin*, the Coast Guard's monthly magazine. In a special section of the March issue entitled "Desert Storm — Patrolling the Persian Gulf", the magazine featured Sandra Mitten, a 49-year-old grandmother who also happens to be the forward gunner on a Coast Guard patrol boat. "'There are times here [in the Persian

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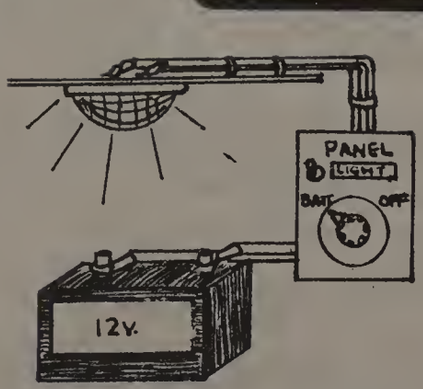
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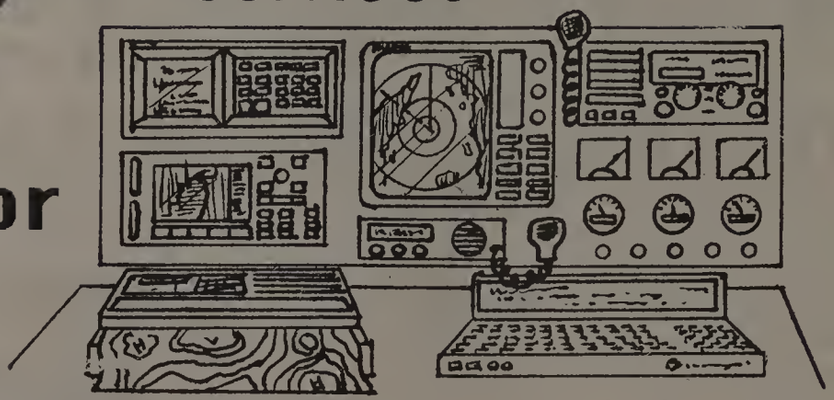
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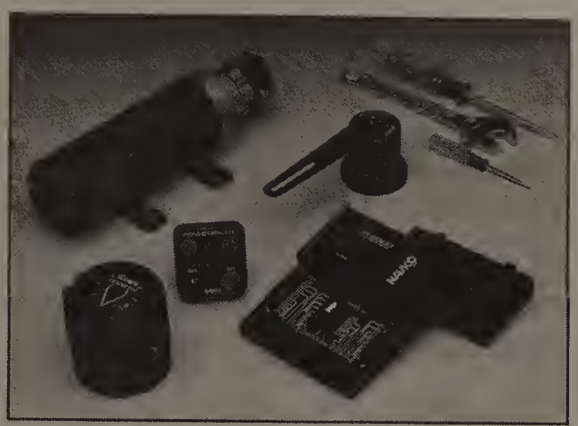
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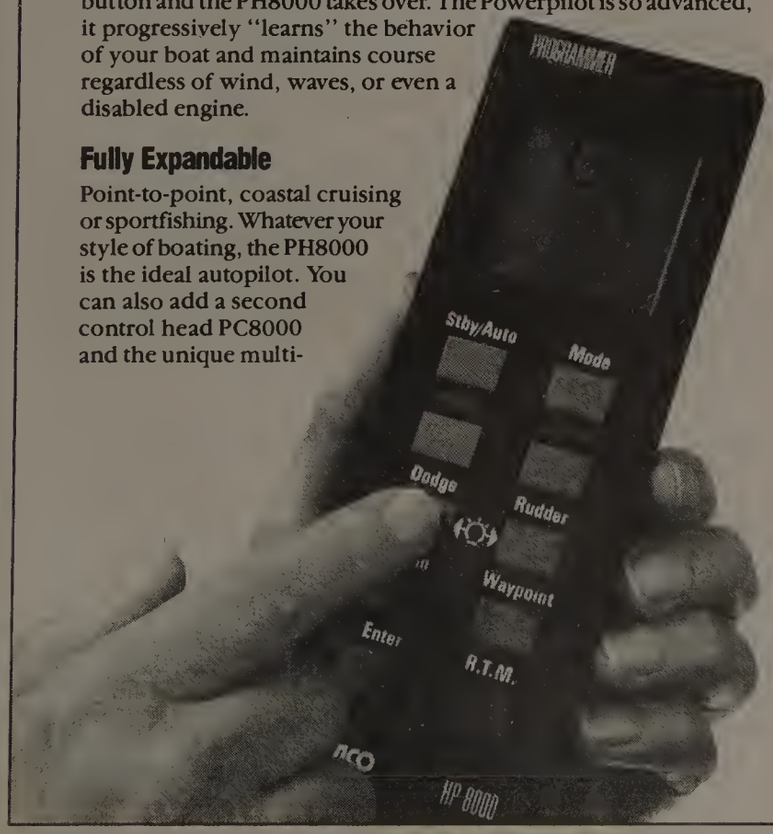
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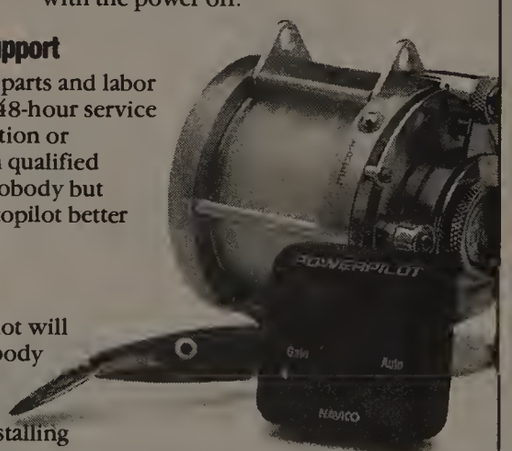


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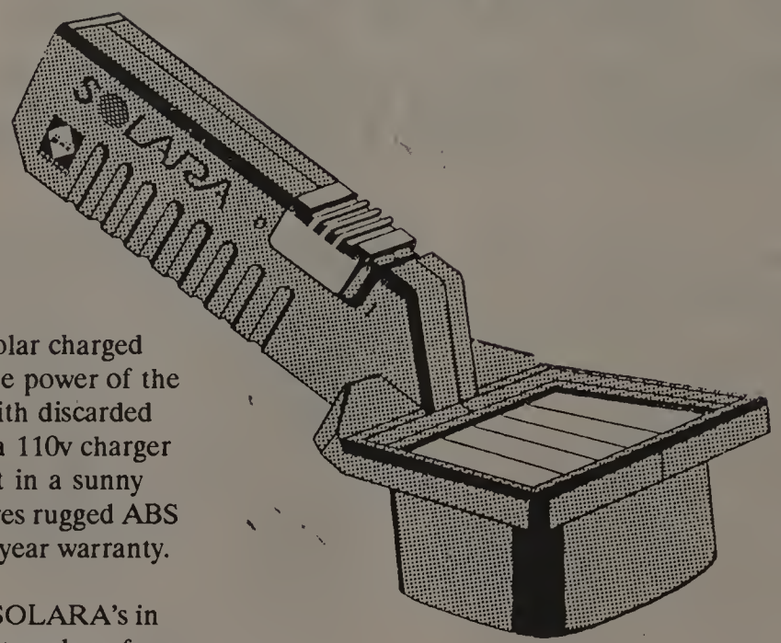
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LOOSE LIPS

Gulf] when I've been real frustrated,' she says, 'But when I start firing the .50, my adrenaline gets up. By the time I've fired 200 rounds, my frustration is gone and my level of excitement is up to here,' she says, touching her chin."

Leap of faith.

The ship used for the blessing of the fleet on Opening Day was none other than the *U.S.S. Vincennes*, the Navy cruiser that shot down that Iranian airliner a couple of years ago.

It was grrrrreat!

Last month's Great Outdoors Adventure Fair was our second non-sailboat show, and if they're all like that, we're going to do a lot more. We learned a lot about parasailing, bungie jumping, akido, rappeling, etc., etc., and we hope a lot of people learned something about sailing, which is why we were there. A lot of them certainly stopped by our booth to ask questions, enjoy sailing videos and/or enter a drawing for a bunch of nifty prizes donated by our advertisers. Here are some of the winners.

Pat Speers of Walnut Creek won a complete ASA (American Sailing Association) keelboat certification course from Club Nautique. **Dan Moore** of San Francisco and **Zac Unser** of Oakland won the two 4-hour 'Introduction to Sailing' courses offered by Olympic Circle Sailing Club. The six 2-hour 'Introduction to Sailing' lessons from Tradewinds Sailing went to **Mark Conoscente, Lisa MacLean** and **Mai Hvynh**, all of San Francisco, and **Cathlynn Grandi** of Windsor, **Monica McIntire** of Belmont and **Mark Pasinski** of San Rafael. Horizon Sailing also offered several prizes — the 3-hour skippered charter for up to six people went to **Niela Kleinsmith** of Castro Valley, while the two $100 gift certificates were awarded to **Nancy Ovo** of Palo Alto and **Peter Nore** of San Bruno. Rounding out the winners were **Nessa Brady** of San Francisco, who won a $115 gift certificate from Bayside Boat and Breakfast; **Dennis Mackler**, who's going to spend a 'Day on the Bay' with up to five friends courtesy of Sausalito Sailing Club; and **Sara Rose** of Newark, who won a 6-hour 'Introduction to Sailing' excursion around the Bay from Dave Garrett/Ocean Adventures. Congratulations to all winners and thanks to our advertisers who participated in making the Great Outdoors Adventure Fair one of the most enjoyable shows we've ever participated in.

Sail a tallship.

The Sausalito Tall Ship Society is soliciting cadet applications for an 11-day passage aboard the state's official tallship *Californian*. The ship will sail from and return to Jack London Square between July 22 through August 1, 1991. Applicants must be between the ages of 15 and 21 and be in good physical condition. The cruises run $700 per cadet, but a limited number of half scholarships of $350 are available from the Tall Ship Society. For further details and application, call Alice Cochran at (415) 454-4912 or Ed Griggs at (415) 332-3871, or write P.O. Box 926, Sausalito, CA 94966. Application deadline is May 20, 1991. The Sausalito Tall Ship Society is a nonprofit organization dedicated to fostering education and awareness for maritime heritage.

It's 100 years old.

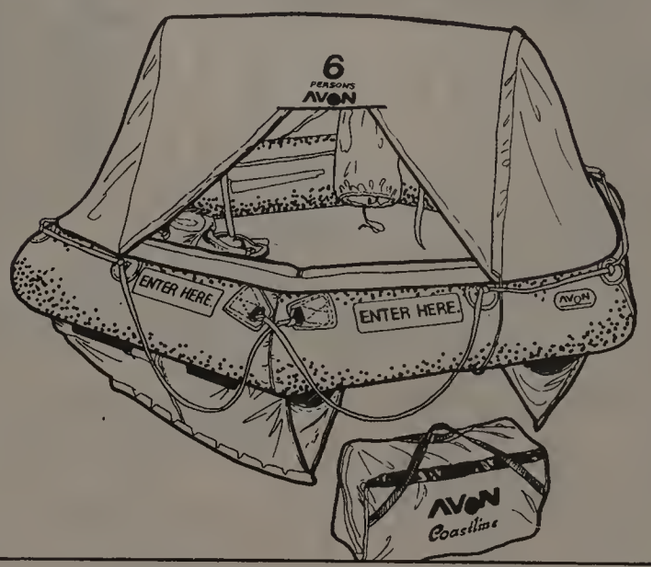
The daiquiri, that is. Back in 1891 an engineer by the name of Jennings Cox was working in a mine at Daiquiri near Santiago, Chile. While all the other miners drank their after-work rum straight, Jennings — apparently something of a wimp — had the bartender weaken his with lime juice, sugar and ice. That's where it all started. Too bad for Jennings and the bartender that drinks can't be patented.

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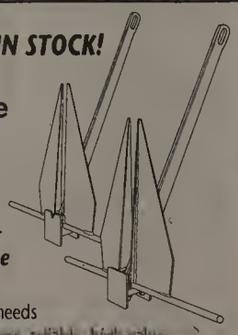
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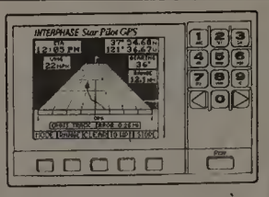
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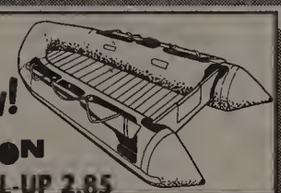
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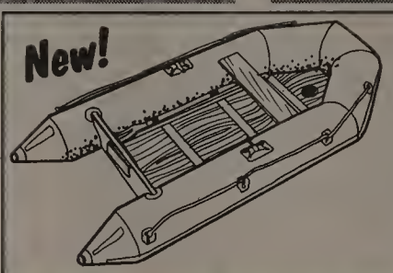
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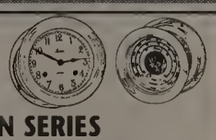
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A Seminar by Chuck Hawley

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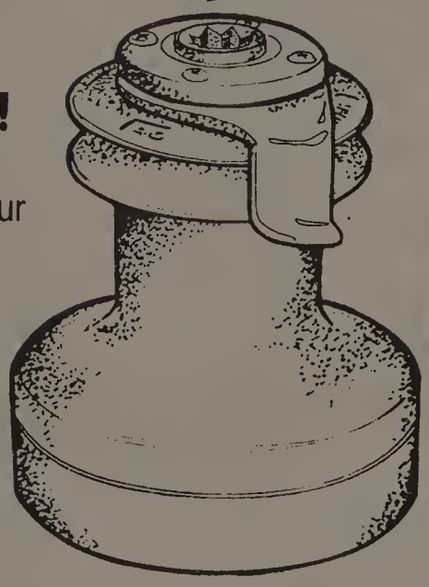
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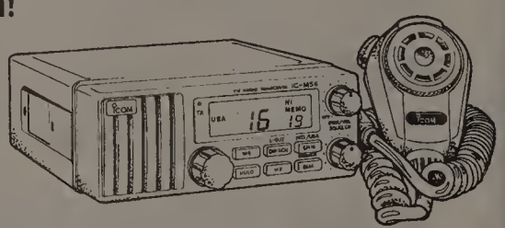
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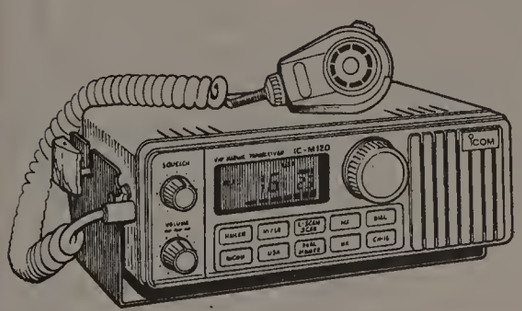
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INTRODUCING

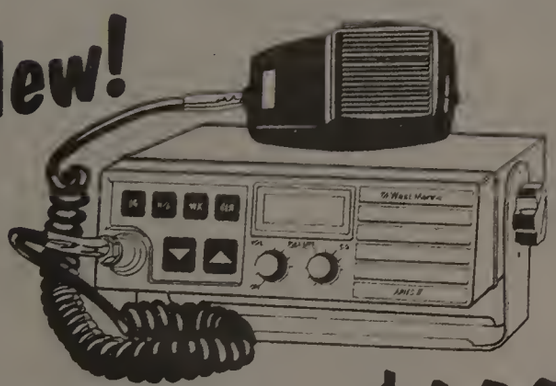
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the only thing that hadn't happened finally did

Yes, sad to say, that bit of bow and pulpit were all that was left of our photoboat *.38 Special* early last month. The self-same photo boat which at various times over the six years we've owned it has run aground, run out of fuel (several times — the gauges don't work), had things stolen off it, hit stuff in the water, bent both shafts, blown up one transmission, had its steering go out and needed to have both engines rebuilt — all of which required a maintenance budget only slightly less than that of your average carrier battle group.

And now this.

The cause seems to have been an electrical short, one obviously compounded by circumstance. Since all work and no play makes Jack a dull boy, we were playing in early April. Spring was in the air, so we loaded bikes and significant others aboard *.38 Special* and headed over to Angel Island.

Per usual on such junkets, we weren't five minutes out of our slip when we were stopped for a safety inspection by the Coast Guard. We actually didn't do too bad, as the worst infraction was having a '91 sticker on one side and an '89 on the other. Some of them knew *Latitude* and we all had a good laugh about what a great example we were setting.

To make a long story short, we had a nice picnic and ride around the island. But when we got back to the boat it wouldn't start. Both batteries appeared completely dead. We arranged with the rangers to leave the boat at the dock for the evening and rescue it the next day. Ho ho ho — another good chuckle at our misfortune. We took the ferry home.

The only thing we can figure out is that the northerly that blew through early in the month must have kicked up a chop in Hospital Cove. The boat, a Bertram 25 with a big, open main deck perfect for fish fighting and photography, has these small drain holes in the transom right near the waterline. With its rear end facing out, we didn't need Lt. Columbo to surmise that water just slopped in, rather than out. With no battery power, the 'automatic' bilge pump never kicked in and, well, this is the result.

But the old girl didn't sink in vain. We learned so much that there's an article on boat salvage in the works for the next issue. Until then, *.38 Special* is 'pickled' at a local yard awaiting insurance company decisions and we'll be seeing you on the water on, well, something else. And one of these days, hopefully, we'll be able to have a big laugh about this, too.

bodega bay — speed city?

Bodega Bay, the sleepy little fishing town north of Point Reyes, may be developing a new image. Heretofore best known as the backdrop for Alfred Hitchcock's *The Birds*, some are now calling it 'speed city' — the place where the fastest sailors in the country come to rev their afterburners.

April was speed month in Bodega. First there was the Winner Speed Series for boardsailors, which ran from March 30 to April 7, followed by Russell Long's attempt to break the world speed mark of 44.66 knots — a shade over 50 mph — with his hydrofoil *Longshot* starting on the 15th. (See *Sightings* item immediately following this one for more on that.)

While Long's attempt represents a one-man/one-boat approach, the Winner Speed Series reached down into the masses. About 60 boardsailors took part in the seven day series, although the wind only showed up for three. Only the finale on Sunday, in fact, produced the kind of breeze for which organizer and past windsurfing champion Ken Winner had hoped, but that's life in the speedsailing game.

Sunday's 40 knots of nor'wester whipped over the sandy spit of land called Doran Beach and out onto Bodega Bay. San Mateo's Brad Duffy clocked a high mark of 39.4 mph, with Marin's Ferris Hamilton coming in a close second at 39.3 mph. (Duffy set the current American speed record of 45.08 mph back in 1987.) Top woman was San Francisco's Tamara Warren at 33.1 mph, not bad for someone attending her first speed event.

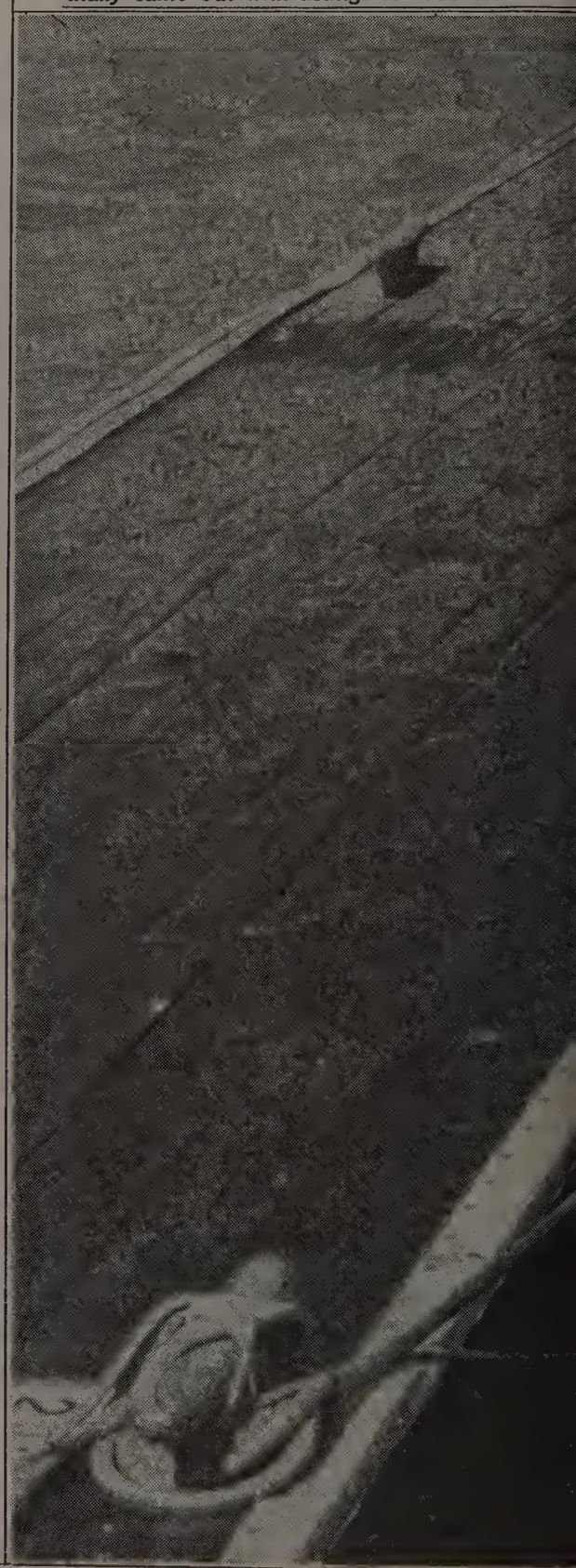
One of the most attractive features of the Winner Speed Series, now in its second year, is the almost instant readout for competitors. Wearing a radio transponder that emits an individual ID number, each sailor is picked up by antennae on both start and finish marks of the course, which can vary from 100 to 500 meters in length. A computer calculates the speed and flashes the

cont'd next sightings page

the great tidebook

Got your 1991 tidebook yet? Have you noticed anything... odd... about it?

You may by now have heard about the fiasco surrounding this year's issues, the ones printed by San Francisco's Watermark Press. Not only were they late, but they originally came out with listings for ebb and



debacle of 1991

flood currents reversed. On the second try, they listed the tides in Daylight Savings time and the currents in standard time. Hey, what's an hour here or there?

Relief is on the way. A new publishing company called Pacific Tidebook in San

cont'd center of next sightings page

bodega — cont'd

results on a scoreboard attached to the back of the finish mark. The system also computes the sailor's efficiency — that is, board speed vs. wind speed. After seeing the data displayed, the contestant jibes around and gives it another try, knowing exactly what time and/or efficiency he or she has to beat.

Less threatening than the traditional course racing and slalom — no starting line crunch, no calling for room at the mark, etc. — speed sailing may

cont'd next sightings page



LATITUDE/ROB

bodega — cont'd

hold the key to boardsailing's future. A sailor of any ability can take part, and with the instant feedback, he or she can try out different stances and equipment as they move up the learning curve. For the traditionalists, the scoring system (which has also been used in marathons and triathalons) also measures lap times. On last year's tour, Winner ran triangle and figure eight courses at some of the events as a variation of the straight-line format.

After a sweep through the South and the East Coast, the Winner Speed Series will return to Northern California — this time at the San Luis Reservoir near Los Banos June 7-9 — one more time before the grand finale at the Hood River Gorge June 14 through 16. So for now, anyway, Bodega Bay is still the speed capitol of the state.

— shimon van collie

ya shoulda been here *yesterday...*

The old surfer admonition still holds for Russell Long's speed attempt on Bodega Bay as we go to press. As venues go, Russell rates the place among the best he's seen for flat-water, high-speed sailing. And his Ketterman trifoiler has been performing and holding up well. The best part is proximity. If he gets a call from the on-site crew (which includes Connecticut's Bob Shields, a sanctioned observer qualified to verify any records set), he can be on the road from his San Francisco office in a matter of minutes.

The only thing missing so far is wind.

"It's the same thing we had in Texas and Canada," says Long. "The week before we get there, it blows like stink. Once we arrive, the wind goes away. We've been in Bodega 10 days now and it hasn't blown over 16." That, however, was enough to send *Longshot* over the course on April 16 at 28.28 knots, a new Class C record. Long and the boat already own the Class A and B records (class divisions are predicated on sail area, which Russell can change relatively quickly), as well as the Worlds Fastest Sailboat record: 37.18 knots set last October at the Canada site.

To add insult to injury, during the wind drought in Bodega, on April 18 French boardsailor Thierry Bielak broke the magical 50-knot barrier at the 'French trench' in Les Saints Maries de la Mer, France.

"He hit 44.66 knots in 50 knots of wind," says Russell with a note of exasperation. "We could do the same thing in about 30 — if we'd just get it!"

Long's Bodega Bay speed attempt officially ends May 12. If he doesn't get the breeze here, he says he may appeal to his sponsors to ship *Longshot* and an identical backup boat over to the French trench later in the year for a go at the records there.

"The French are crazy about sailing," says Long. "I didn't know quite how crazy until I found out the timer at the trench is a *full time* guy, hired by the government to time anyone and anything that comes along. If we go over there, I've been told we'll get live, prime-time TV coverage of our runs!"

He may yet make prime time (at least in these pages) on this side of the pond — and in our own backyard. Keep your fingers crossed.

a dream realized

Tied to the end of a rickety wooden dock in a ramshackle San Francisco boatyard that looks like something out of Jack London's turn of the century novel *Tales of the Fish Patrol*, George Knolle's newly launched 36-foot ketch *Stormalong* appears eager to put to sea. There's still considerable work to be done, including getting the engine running, but details like that don't seem to bother the owner. After 80 years of living and 16 years of building, George knows each obstacle can be overcome in its time.

Bright eyed and vigorous, George (who bears a resemblance to a healthy Alan Cranston) wears his eight decades well. A life of honest labor and years at sea have no doubt helped. The end of his century finds him living aboard a 14 ton boat he built with his own hands, not knowing how to sail but eager to live out his boyhood dreams.

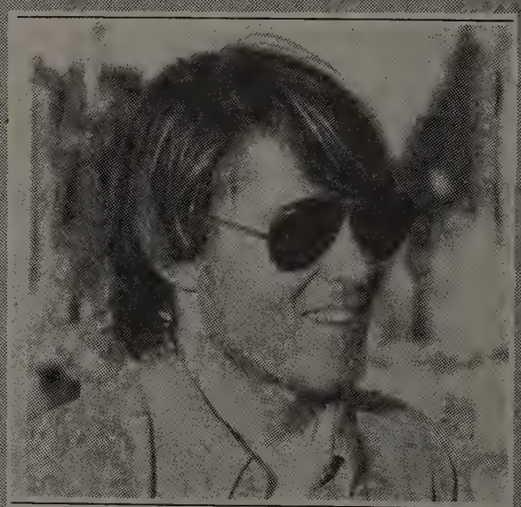
When he was a lad in Seattle, young George filled his mind with seafaring adventures. Among his favorites was the story of an English sea captain from

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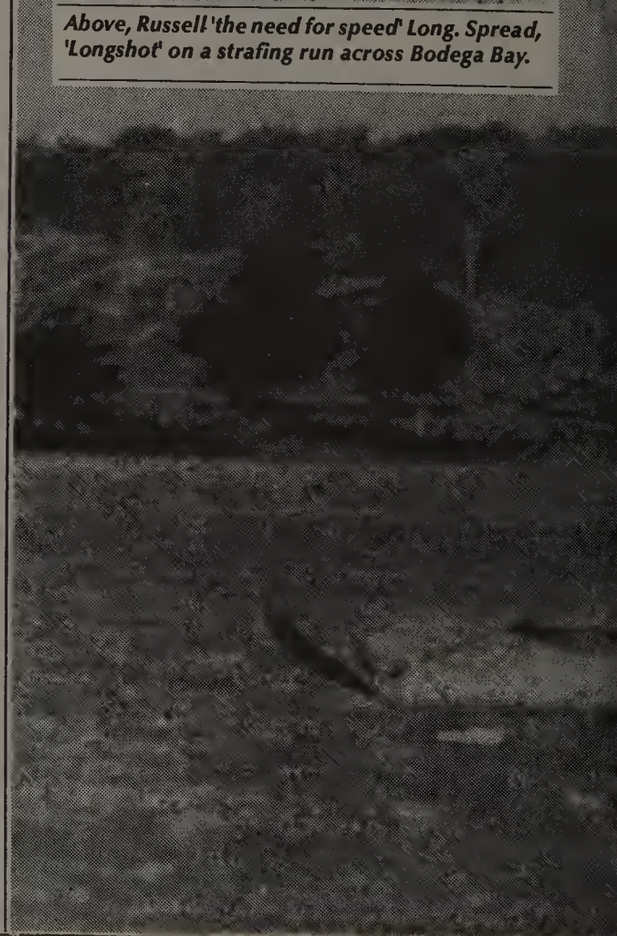
tidebooks

Francisco is planning to publish a consumer edition tide book for 1992 that should appear in local marine outlets this November. They promise the book will be both on time and accurate.

The three principals of the company are Kathy Lemon (typesetter/printer), Maryanne Hoburg (graphic designer/illustrator) and Billie Going (marketing). For the past three years, they've produced the S.F. Bar Pilots' commercial tide book. Maryanne's husband Frank, and Billie's spouse Jack are both pilots themselves and are acting as technical



Above, Russell 'the need for speed' Long. Spread, 'Longshot' on a strafing run across Bodega Bay.



— cont'd

assistants in the venture.

Frank says they saw the obvious need for a reliable tidebook for sportfishers, sailors and other recreational water users after the Watermark debacle. The 1991 fiasco had been preceded by a late shipment of the 1990 books as well, the result of a transition in the book's ownership and management. Watermark has now dropped the product altogether, leaving Pacific Tidebook a clear field in which to run.

In addition to accuracy, the new books

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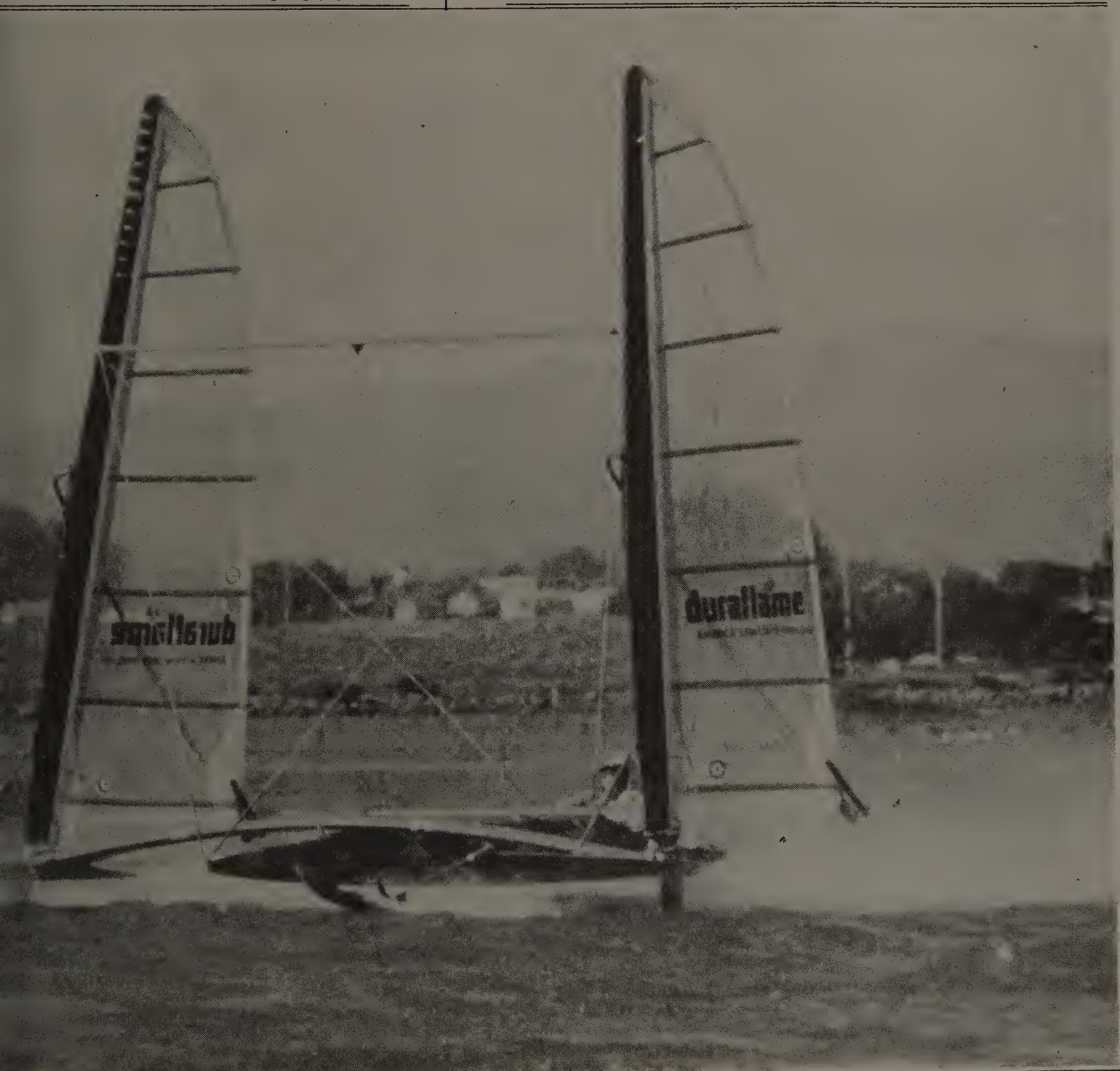
dream — cont'd

the pre-steamer days who, unlike his peers, couldn't stand to wait for favorable winds to blow him out of the English Channel. Instead of heading south, Captain Stormalong, as he was called, went north around the British Isles, delivered and picked up his cargo and returned to the UK to find the rest of the fleet still anchored there waiting for a following breeze.

"I liked that guy," says Knolle. "He didn't screw around at all. That's why I named my boat after him."

Joshua Slocum, the solo circumnavigator, was also high on George's hero list. The image of Slocum's yacht, the *Spray*, imbedded itself in the young boy's mind, where it resided for over 50 years. In the interim, George lied about his age and went to work in the Merchant Marine at 16. He spent seven years as a seaman, travelling to Asia, the East Coast and Brazil. Marriage and

cont'd next sightings page



dream — cont'd

the birth of twin sons kept him ashore until World War II when he built and sailed Liberty Ships out of San Francisco.

After the war, George found steady work with Railway Express, and after 30 years, he retired in 1975. Free at last from a time clock, George told his wife he wasn't going to just sit around the house. He went to Joe Hartog, the San Francisco yacht designer, and asked for a modified *Spray* design which would include an engine in the aft section. (Slocum's didn't have one.) Hartog had to fill out the stern to accommodate the request.

Even though he a) didn't know how to sail and b) had never built a wooden boat before, George went to work in the basement and garage of his Maple Street home in San Francisco. He bought a load of Philippine hardwood called apitong for the keel and bulkhead frames and laid out the offsets.

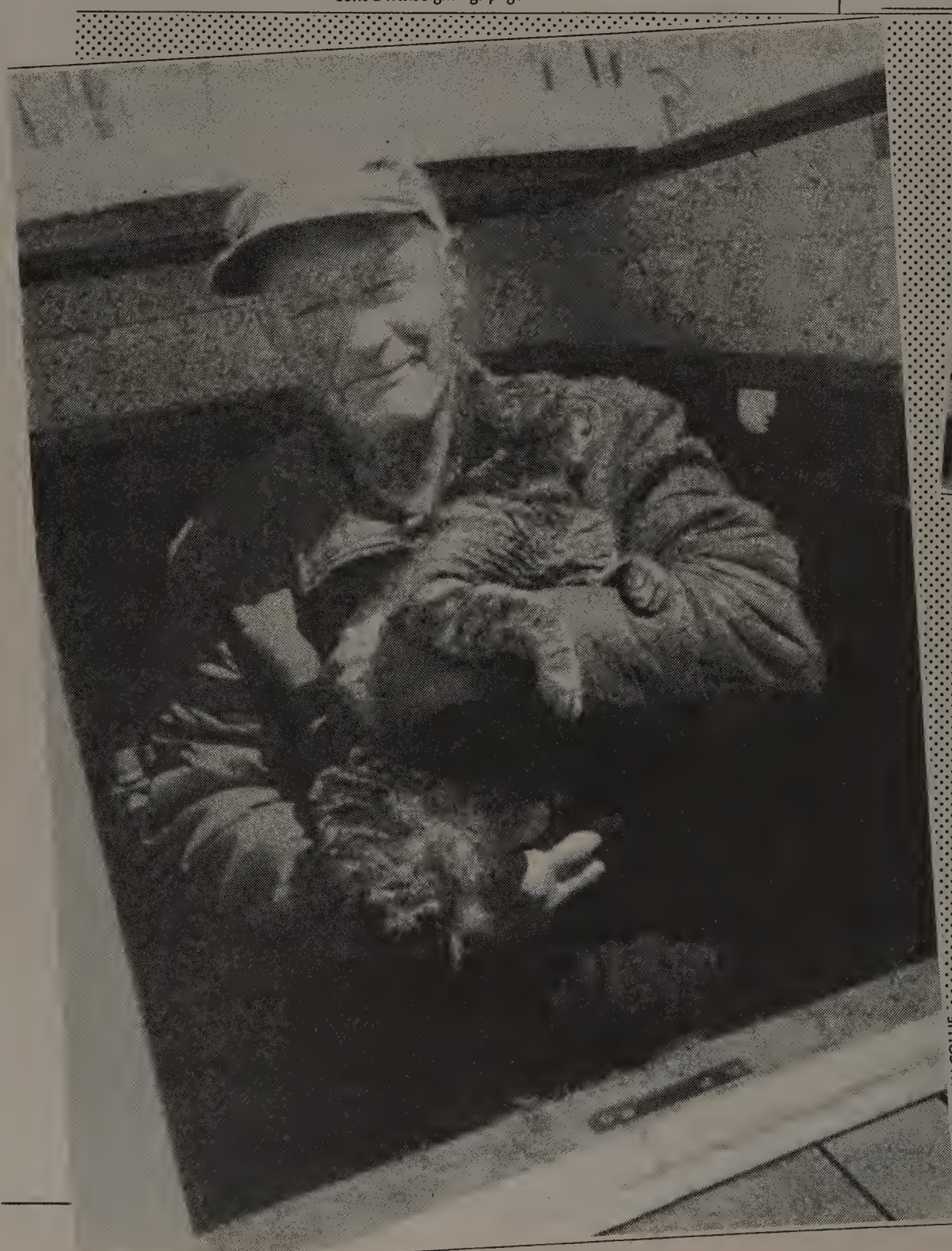
After less than a year, he was ready to start building, so he moved down

cont'd next sightings page

tidebooks

will also include current information from the Carquinez Straits as well as the Golden Gate entrance. The latter was recently surveyed by the National Oceanic and Atmospheric Administration (NOAA) to reflect a more complete picture of the tidal flows upriver.

And what about this year? The word on the docks is don't rely on the Watermark edition unless you're up to date on the corrections — and for currents, don't rely on them at all north of the San Rafael Bridge. Frank Hoburg had an extra 10,000 copies of an abbreviated version of the pilot's book printed, but they've all been distributed.







Clockwise from left: George Knolle and Happy in the companioway; launch day; granddaughter Andrea broke the ceremonial champagne; 'Stormalong' in frame-up mode.

SHIMON VAN COLLIE

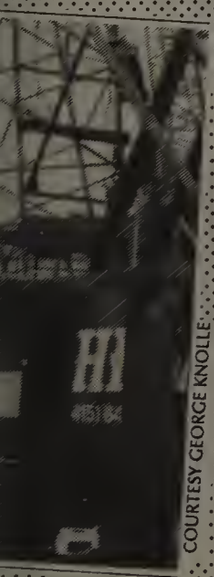
— cont'd

He'll consider making another print run if he gets enough requests. You can register yours at Pacific Tidebooks, 333 Fifth Ave., Ste. 3, San Francisco, CA 94107, or by calling (415) 777-3071 or FAXing (415) 882-9317.

And be careful out there. Time and tides wait for no man, woman or press run.

— shimon van collie

EDITOR'S NOTE: Latitude *was one of the chosen few to receive the bar pilots' tidebook for 1991, which means the monthly weekend currents printed at the end of each 'Calendar' section should be accurate through the rest of the year.*



COURTESY GEORGE KNOLLE



COURTESY GEORGE KNOLLE



COURTESY GEORGE KNOLLE

dream — cont'd

to the Allemand Boatyard just outside the entrance to the Hunter's Point Naval Shipyard on San Francisco Bay. Every day, he commuted to his new 'work', and slowly the yacht took shape. One of the biggest jobs was steaming and shaping the oak frames. Over them were fastened 1 3/8" Philippine mahogany planks. George also fabricated the metal parts and lathe-shaped each of the teak ballisters supporting the handrails.

When George got stuck, he'd ask John or Flip Allemand, the brothers who own the yard, for help. George's sons also pitched in, and the kindness of strangers came into play now and then.

"This English fellow saw my boat from the road above the yard," says George, "and he came down to see if he could help with the planking. Turns out he knew all about spiling and planking and he showed me how to do it."

The passing of George's wife six years ago dealt him a heavy blow. Tears still come to his blue-green eyes as he remembers her. He admits almost giving up at that point, but after a while he decided to finish the project. About a year ago, George and his two cats, Mike and Happy, moved onboard. On March 26, George's grand-daughter Andrea broke champagne on the boat's keel and George watched his lifelong dream get wet for the first time.

Today, the spacious main cabin, cheerfully lit by a large skylight during the day, combines the coziness of home with uninstalled parts such as a row of shiny silver cleats. Paper bags fill a portion of the large table dominating the main cabin, along with jars of jelly and other condiments. Mike lays claim to one of the quarter berths, and bags of Hong Kong-made Lam Sails fill a good portion of the hanging locker. The round portholes made of bronze add a rustic touch, along with the exposed beams of the doghouse roof.

It will take at least another four to six months to get *Stormalong* ready for sea, although George's time estimates haven't been as accurate as his woodworking. Once it's completed, though, he plans to learn how to sail and follow in Slocum's footsteps.

"I like the water," he says in classic understatement.

Our hats are off to his perseverance and the spirit of the wayfaring sailor that lives in his heart.

— shimon van collie

the power of the tube

We don't admit this to just anybody, but we enjoy watching *some* TV. It's an even more closely guarded secret that one of our managing editor's favorite shows is *Unsolved Mysteries*. He swears that it isn't for the sensationalist aspect, but for the curious interplay between the show and real life. He finds it endlessly fascinating how many unsolved mysteries — some decades old — get solved as a result of the show. We humor him.

One of the latest involved a 10-year-old boating accident off our coast. On November 12, 1981, two bedraggled men came ashore in a cove near Stinson Beach and told authorities their Force 50, *Freedom II*, had run aground at Rocky Point and gone down in stormy seas — with their two female companions still aboard. A few days later, the story changed to one of being rammed and sunk by a freighter near the Lightship. Then 34-year-old Robert Dozier and 44-year-old John Russell disappeared.

In the year following, a strange tale worthy of a TV miniseries — much less *Unsolved Mysteries* — unraveled. At one point, the boat was thought to be the *ex-Inspiration*, a Force 50 that was reported stolen from a Southern California marina five months previous. Then the owner, an investigator for the Las Vegas public defender's office who had collected $110,000 in insurance, was implicated as an accomplice and arrested on suspicion of insurance fraud. Records of both Russell and Dozier indicated they were both accomplished flim-flam men, who among other things married the same woman — who was herself reported missing twice under different names: Suzanne Russell and Cherie Anne Dozier. At 30 years old, she and 20-year-old Kristen Tomlin were the ones who supposedly perished in the accident. No trace was ever found of either woman, though pieces of the boat continued to wash up near the point for months. And that was just the start of it.

We ferreted our writeups out of the archives for review before writing this story, only to discover the last entry in a December '82 *Sightings* article was

cont'd next sightings page

tube — cont'd

"Dozier and Russell have been seen in Las Vegas, Oregon and, up until November 1, living in a condo in Hawaii." We mention this only because after the 'Unsolved Mysteries' segment on March 3, Dozier was recognized and arrested in Paauhau, Hawaii, and now faces extradition to California where he'll be looking at charges related to the alleged insurance fraud surrounding the sinking.

tips on scuttling II — the return of SCAM

The foregoing — along with all the other sinkings, fires and disappearances we've heard of and reported over the years — really makes us wonder how commonplace theft, insurance fraud and even murder is 'on the high seas'. With no witnesses, who can say what really happened and what didn't — except those who survive such 'accidents'? Even if you suspect foul play, how do you prove it when there's no evidence?

Then there are the more obvious ones. You know, the sinkings that happen within sight of land on perfectly calm, clear days. With nary a ruffle in their hair, the survivors dinghy ashore in perfectly equipped dinghies or liferafts to report their boat sank after 'hitting something in the water'.

With a few suspicious cases under investigation by the Coast Guard even as we speak, we thought it was about time to brush the dust off a 1984 *Sightings* item entitled 'Tips on Scuttling', which we now re-submit for your approval. It's great fun; amateurs take note.

If you must scuttle your boat, take a few tips from SCAM (Scuttlers Chasing After Money). The first is to make the sinking look real, which requires the boat to go down at least 100 miles offshore and in a minimum of 40 knots of wind. Experienced seamen know that it's pretty darn hard to sink a boat, even if it has a hole in it. Lord knows how many scuttlers' boats have resurfaced to haunt them. (Editor's note: In 1986, a dragger off Santa Barbara pulled an entire Express 27 up in its nets that had bullet holes shot through its bottom and sides.) *And even a Kansan could see right through this clear day, calm weather baloney.*

Once you've made sure the boat is going down — i.e., put a hole 4 feet by 5 feet in the bilge and open all the hatches — don't get into a well-equipped and fully prepared liferaft and turn on an EPIRB. That will never play. What you should do is climb into a battered dinghy, taking with you the last six inches of a ragged painter of a liferaft that supposedly broke away. After about a week of drifting around, then *you can turn on the EPIRB. When authorities ask why you didn't switch it on before, tell them you didn't know how. Responses like that are true to life and usually will pass muster with even the most suspicious investigators.*

In addition, it's important that there be at least some injuries and plenty of suffering. A minimum of some dehydration mixed in with a couple of drops of hypothermia. Deaths are even better — hey, you want the money, don't you? — as they provide instant credibility. But as the Freedom II *case outside the Gate last year proved, deaths in themselves aren't enough. Everybody knows that was a bogus deal. And even though living the life of luxury in paradise isn't as fun if you had to kill a few friends to do it, it does have one advantage. As they say in all the old gangster movies, "Dead men don't tell tales."*

SCAM realizes that a lot of people don't have what it takes to make money in scuttling. For those of you with the wrong stuff, SCAM suggests you make money the Smith-Barney way — "you earn it."

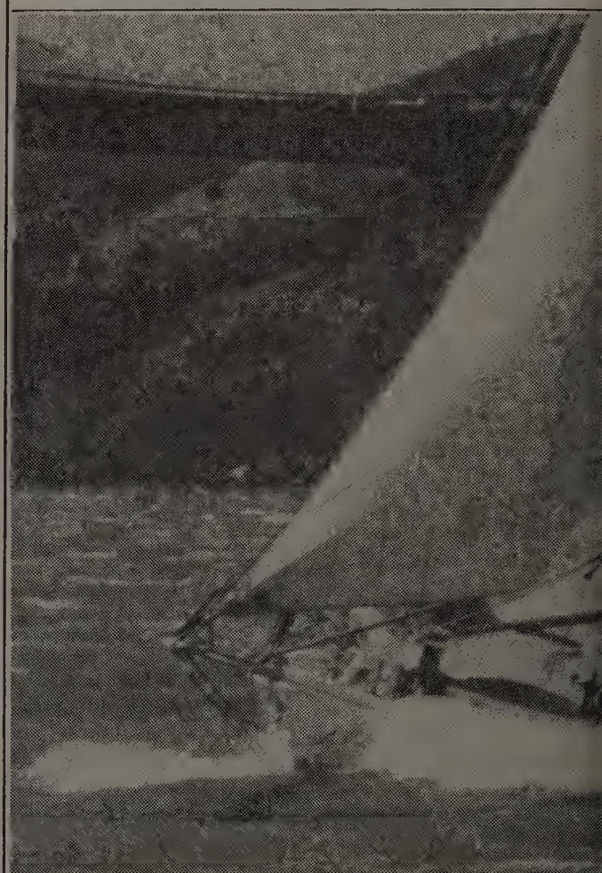
user fees down and bleeding

Oooooohhh. This one's getting almost juicy enough to reunite Robert Redford and Dustin Hoffman as the intrepid 'Woodstein' in *President's Men II: Secret of the Slime* — the slime in this case being the user fee tax Congress underhandedly snuck through last year by tagging it onto a totally unrelated bill at the last minute.

cont'd next sightings page

may is

Old, new, big, small, beer canners or America's Cuppers — *everybody* goes racing in May. For more information on the when and where of events like the Volvo Regatta, Master Mariners, Stone Cup, Vallejo Race,



the rules

1) The skipper always makes the rules.

2) The rules are subject to change at any time without prior notification.

3) No crew can possibly know all the rules.

4) If the skipper suspects the crew knows all the rules, then the skipper must immediately change some or all of the rules.

5) The skipper is never wrong.

6) If the skipper is wrong, it is due to a misunderstanding of something the crew said or did wrong, or general ineptness or stupidity on the part of the crew.

7) If #6 applies, the crew must apologize immediately for causing the misunderstanding.

8) The skipper may change his/her mind at any point.

9) The crew may never change their minds without express written consent from the skipper.

10) The skipper has the right to be angry or upset at any time.

11) The crew must remain calm at all times unless the skipper wants them angry or upset.

12) The skipper is under no obligation to let the crew know whether or not he/she wants the

the month

Tuesday and Friday night races and all the rest, see *Calendar*. For the proper etiquette aboard a racing boat, always spit to leeward and remember The Rules below.

user fees — cont'd

As it is now, and as we've been reporting for the last three months, the Coast Guard could begin implementing this highly unpopular annual tax on July 1. If they do, some 4.1 million boaters across the nation would have to fork over annual fees of $25 for boats larger than 16 feet but less than 20; $30

cont'd next sightings page



crew to be angry or upset.

13) Only the skipper may decide when everything's okay again.

14) The skipper may begin a conversation at any given point in his/her mind and the crew is expected to know the topic and reason for the conversation.

15) Common sense is defined as what the skipper believes is true.

16) The crew is expected to know in all circumstances what the skipper *meant* to say, even when it is not the same as what the skipper actually *said*.

17) The crew may never quote the skipper.

18) Sail trim, right of way and compass headings do not apply except as defined by the skipper.

— from *Starlights* (the Star class newsletter)

LATITUDE/JR

user fees — cont'd

for 20 to just under 27; $50 for 27 to less than 40; and $100 for boats 40 feet and over. There are a few weird exemptions — sailboards, "boats propelled by sails attached to an unsupported mast" (whatever that means), and "vessels used exclusively for racing."

Fortunately, it may all be moot if boaters have their way. If you're one of those who's taken part in the write-in campaign to defeat the user fee, pat yourself on the back because your voice has been heard. Last month we reported on HR 534, a house bill aimed at repealing the user fee. Introduced by Bob Davis (R-MI), HR 534 now has the support of 152 fellow congressmen.

This month, we're happy to announce that an identical bill, S 843, has been introduced onto the Senate floor by Senator John Breaux (D-LA). The Breaux bill was spurred by the Coast Guard's own admission that the "user fees" are not related to the cost of Coast Guard programs, and that none of the $127 million to be collected this year would go to the Coast Guard — provisions that have always been integral to previously proposed user fee bills.

At this point, it looks very much like the whole user fee issue will go into public hearings — and there hopefully be squashed forever — before it's ever implemented. As it is, the Coast Guard issued a Federal Register Notice giving the public until May 13 to comment.

Boating watchdog groups urge boaters to keep up the pressure. With the ball already rolling in both houses of Congress, they now ask that boaters write the Coast Guard directly to request that public hearings be held before the user fee is implemented. Write them c/o Executive Secretary, Marine Safety Council, (G-LRA-2/3406) (CGD 90-067), U.S. Coast Guard, 2100 Second St. SW, Washington, DC 20593-0001.

And while you have the typewriter out, might as well fire a separate note off to your state representative as well. In March, state Senator Leroy Greene introduced SR 988, which would impose a state luxury tax of 5% on certain items, including of course sailboats whose price exceeds $10,000. Why legisloids seem bent on having boaters bail out mismanaged government programs while golfers, skiiers, bowlers and other sportspeople can recreate free of equipment taxes is somewhat of a mystery to *Latitude*. Could it be that some of them *still* covet the worn out perception that all boaters are rich fat cats — despite study after survey after poll that indicates otherwise? So if you do write, please mention that a recent study indicates that 80% of boat owners make less than $50,000 annually, and 60% make under $35,000. One of these days, maybe they'll get the message.

phone hex

Don't think we ever rest on our already legendary laurels around here. We had AT&T in last month to give their pitch for VoiceMail, which sounded great until we asked the price: something like $26,000 over the next 5 years.

So (as usual) we're doing it ourselves — right here, right now. So before you succumb to impulse and simply start dialing our offices, scan the following to see if we might answer your question(s) before you even ask. By the way, these questions are presented in more or less descending order from most-often to least-often asked.

What are your Classified ad rates?

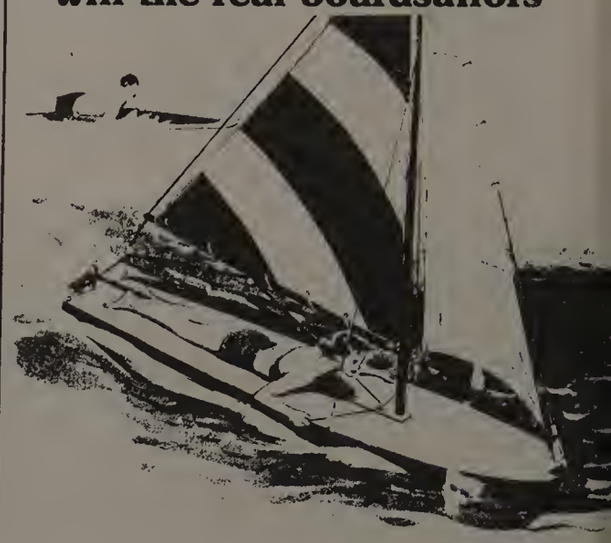
The most often-asked question we get, and proof that not every one of you who claims to read the magazine "cover to cover" really does. Rates, deadlines and everything else you need to know appear on the first page of every *Classy Classifieds*. Please note that nowhere in this information does it say we accept *Classys* over the phone, over the FAX or without payments included. Payments *must* accompany ad submissions.

I know it's past deadline, but can I still get a *Classy* in this issue?

No way, no how, no go, no chance, never, no sliver of hope, *finis*, end of story and just plain NO. We don't care if the deadline falls on a Sunday or holiday. We don't care if you can't make it to our office personally by 5 p.m. on the 18th. Of the very few sacred cows around here, the *Classy* deadline is right at the top.

cont'd next sightings page

will the real boardsailors



We were rummaging around in the attic at mom and dad's the other day when we ran across plans for the, uh, craft pictured here. It appeared in the 1961 *Popular Mechanics Illustrated Home Handyman Encyclopedia and Guide*. Included in this six-page section were plans and operating instructions for a paddleboard, surfboard and sailboard. Hmmm. We plopped a moth-eaten Davy Crockett coonskin cap on our head, propped our feet against one of mom's

a bench

Guy Le Roux, Sr., one of the group of regular boardsailors at Larkspur Landing in Marin, used to complain that there was never any place to sit down. The strip of rocky beach between the ferry landing and San Quentin has some of the best flat water sailing on the Bay (especially when the fog shuts down Crissy Field in San Francisco), but it's not long on creature comforts.

Soon, however, there will be a bench at the beach, thanks in large part to Guy. Unfortunately, he won't get to use it. Last summer, the 65-year-old former New York executive who quit the rat race and went sailing, died of a heart attack while boardsailing. Well loved by his friends at Larkspur and others, Guy's memory will be permanently marked by a city bench at the eastern edge of Larkspur's Remillard Park with a plaque attached in his honor.

Born and raised in France, Guy sailed converted workboats off the north coast of Brittany. After emigrating to the U.S., he

nuke

It was Mark Twain (or maybe Willard Scott) who said, "Everybody talks about the weather but nobody does anything about it."

Nobody but Alexander Abian, a well-

please stand up?

plastic reindeer and read on.

The sailboard, explained the text, is "simply a kingsize paddleboard with a sail attached." Construction is also similar to a paddleboard — except that the sailboard needs beefier frames to support the rudder and rig. It also needs a centerboard trunk. The article stresses that no special marine hardware need be used, though. "All parts may be obtained from a hardware store and used as is or modified to suit the purpose, such as the rudder pintles and gudgeons made from a door hinge."

Sailing the sailboard is easy, too, according to the article. In fact, it took only two sentences at the end to explain it: "You simply lie flat on deck and steer the craft with your feet as in the illustration. Other than the prone position... it is controlled in the same way as a small boat."

And those people at the boat shows always make you think boardsailing is so complicated.

But while there is obviously nothing new under the sun, we should acknowledge that Hoyle Schweitzer, the father of modern windsurfing, had a pretty good idea when he thought of standing up and steering with the sail.

for a guy

sailed on Long Island Sound. Locally, he campaigned model sailboats on the Northern California circuit, as well as a Cal 20, which he donated to the Boy Scouts shortly before his passing.

For the past decade, however, windsurfing was his passion. He had been taught the sport by his son Guy Jr., who served as an editor for *Wind Surf* magazine for several years and won several titles as a boardsailor himself. In fact, Guy Jr. will be out here from his home in Corpus Christi, Texas, to christen the bench. He'll also have his new one design sailboard in tow, a 13'6" model that planes in less than 6 knots of breeze.

"My dad was a sailor's windsurfer," says Guy Jr. "He wished he could jibe better and he was still working on his water starts. It's kind of nice to think that the last sounds he heard were the waves gently lapping on the hull of his board."

—shimon van collie

the moon

respected 68-year old mathematician at Iowa State University who has three theorems named after him. Abian thinks it's silly we

cont'd center of next sightings page

phones — cont'd

Although excuses for lateness won't work, either, we ask that those of you who must try one be more creative than the cliched "family member on the deathbed" routine. Current front-runners in the creative excuse competition include a guy whose house collapsed in the October 17th earthquake (we still stood by our 18th deadline), and another guy who was caught in Israel during the Scud attacks. Bribes don't work either, not even the guy who offered to lick smeared honey off our *Classy* lady's... well, never mind.

I'm just calling to make sure you received my *Classy Classified*.

Don't be surprised to get a rather cool reception to this one. Have you ever counted the number of Classies we run every month? Heck, if the porta-file ever tipped over it would take us a week to dig *Classy* lady out. Although we average 20 to 25 calls a day in the latter part of the cycle with just this inquiry — sorry folks, we simply don't have the time to sift through the pile.

What are your subscription rates?

Next to *Classys*, the questions nearest and dearest to caller hearts have to do with subscriptions. Again, the answers are included in every single issue. If you have trouble finding *Classys*, Subscription information, or the Advertiser's Index (if it's a product you're after), they're always listed along with everything else in the Table of Contents.

When is Opening Day?

It was April 28. The theme was "The San Francisco Experience."

Can I speak to (circle one) a) Richard, b) Kathy, c) Rob, d) John, f) Mitch, g) Colleen, h) Robin. . . *anyone?*

No. They're out to lunch.

Where can I find information on the _____ type of boat?

For current one-design fleets or handicap racing, contact the Yacht Racing Association (YRA) at 771-9500. Class information on most One Designs can also be had through the very useful and informative *Yachting Yearbook*, the 1991 version of which should be available at all the usual outlets this month. It's the best $7.95 you'll ever spend and we use ours all the time.

For older classes or one-off boats, it's hit or miss. Some we might know, most we won't. Yes, we admit it: Despite flattery to the contrary, we neither know of every type, class or individual boat ever built, nor do we keep anything approaching a complete list of contacts for them. Your best bet — and this is usually what we'll tell you on the phone — is to request the information in letter form and send it in. We'll 'run it up the flagpole' in our *Letters* column, along with your address, and see if any of the real experts among our readership 'salute'.

How do I contact your Seattle office — you know, *Latitude 48*?

For some reason, *lots* of people think there's more than one branch to our family tree. There isn't. We are not affiliated in any way with *48 North* (Seattle), *Santana* (Southern California) or the other two Bay Area boating publications, *Bay and Delta Yachtsman* or *Longitude 122*. Our short-lived foray into multiple titles, Southern California's *Latitude 34* ceased publication about three years ago when SoCal sailors insisted on the return of *Latitude 38*.

I'm taking off cruising and was thinking of supporting myself by writing articles for you...

Hah! Excuse the guffaw, but if you knew how many people actually think they can do this with *Latitude* or any other publication, you'd laugh, too. We welcome and encourage article submissions, of course (see submission information on the Table of Contents page or send a self-addressed, stamped envelope with a request for 'Writer's Guidelines'), but don't plan a world cruise around what you're going to earn for one article — and we rarely 'assign' any one writer to do a series of articles. Sorry, it's just the nature of the beast. If you have the wherewithal and diligence, you might do better to write along the way and compile it into a book *vis a vis* Lynn and Larry Pardey. Who knows, you might end up as the next gurus of cruising.

cont'd next sightings page

phones — cont'd

How do I get a T-shirt?

Three ways — you can earn one, you can win one or you can buy one. The first are usually doled out as payment for short contributions, or for hot news tips having to do with sailing. (Pointing out typos or other mistakes doesn't qualify as a hot tip.) The second type are given away via some sort of raffle system at our crew parties, Baja Ha Ha, etc. The third type, which are presently available in sizes L and XL only, and in colors neon green, salmon (kind of orangeish) and blue, can be had by sending $100 apiece to *Latitude 38's 'Corvette for every employee' fund*. . . Just kidding, just kidding. They're $12 each from *Latitude* T-shirts, P.O. Box 1678, Sausalito, CA 94966.

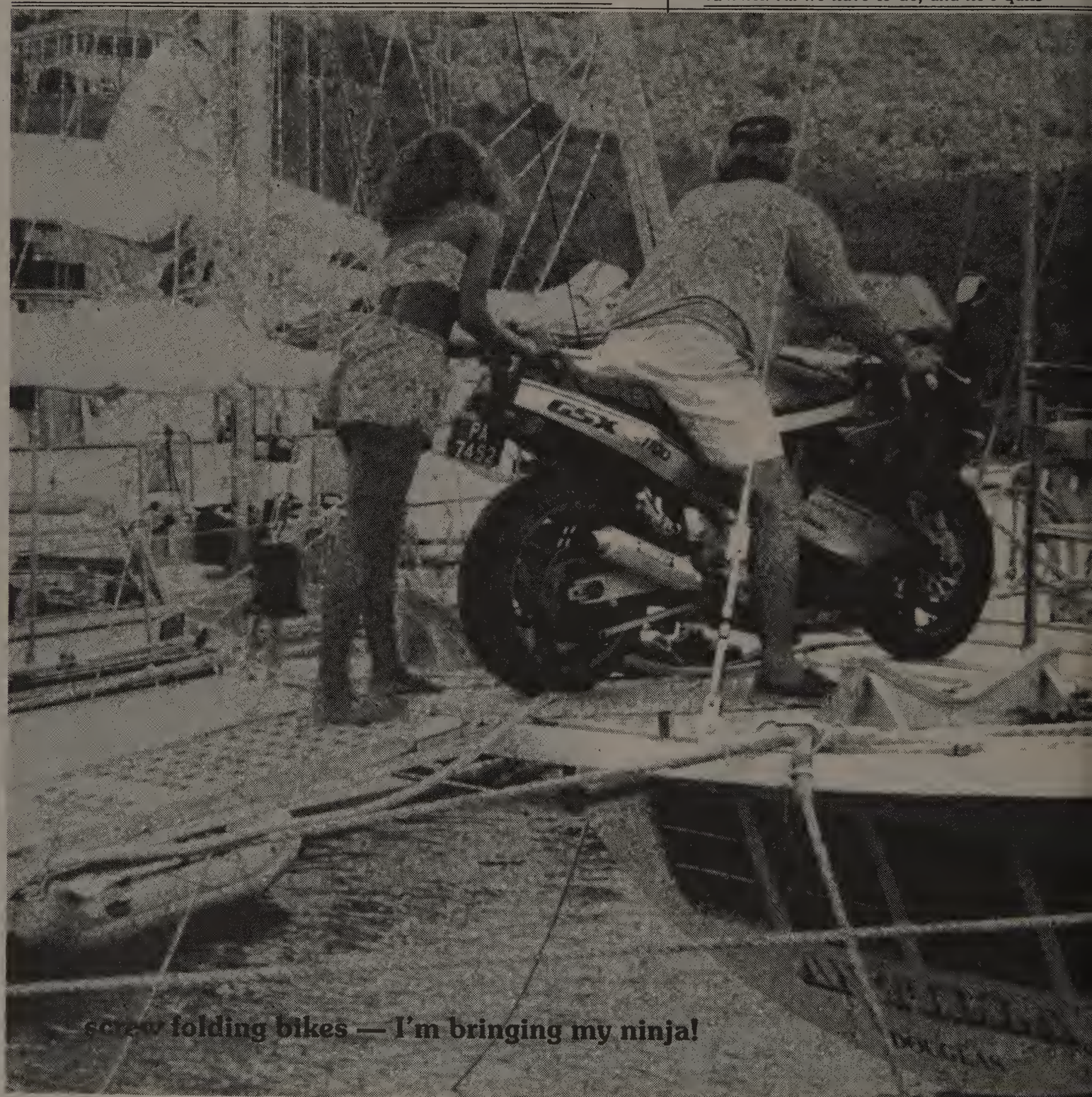
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nuke moon

haven't improved upon the universe. "From the earliest traces of primate fossils some 70 million years ago, no one, but no one, has ever raised a finger of defiance to the celestial organization. We have been like blind slaves obediently being rotated without our consent."

He's right, you know.

Abian says if we rearrange things, he can offer us better weather — a real end-less summer. All we have to do, and he's quite



screw folding bikes — I'm bringing my ninja!

— cont'd

serious, is nuke the moon into two or three pieces. It's the moon's gravity which helps tilt the earth's axis 23° off vertical, which alters the way sunrays hit the surface of the earth. It's this inequality that causes raging winter storms in one hemisphere while there are scorching summers in the other. With the earth less tilted, the seasons would be less dramatic.

Sure there are drawbacks, as all the tables

cont'd center of next sightings page



LATITUDE/RICHARD

phones — cont'd

Why don't you guys change (circle one) a) the *Sightings* format — it's too hard to follow; b) the page numbers to the outside of the page; c) article titles, to differentiate them from regular columns; etc., etc., etc.

If it ain't broke, don't fix it. We don't think it's broke. Besides, no pain, no gain. Enduring an entire issue of *Latitude*'s charming idiosyncrasies has been shown to burn more calories than any video tape put out by Jane Fonda.

When was the Battle of Trafalgar?

October 21, 1805. The Brits won.

Do male *Latitude* staffers *really* look like Mel Gibson?

No. Some of us are more often mistaken for Tom Cruise.

I'm a beginning sailor trying to shop for a) my first boat; or b) a yacht club. Can you offer any suggestions?

Yeah — you got about two weeks?

a) Generally speaking, we cannot help you out much here aside from broad generalizations. We don't know (and usually don't have the time to get into) your skill level, family size, income, type of sailing you want to do, etc., etc., etc. And besides, we learned long ago that matching boats with people is as hopeless as arranging blind dates for friends. We'll usually end up suggesting that you consult with a knowledgeable friend, fellow yacht club member, a sailing school, a yacht broker you feel comfortable with, or all of the above.

b) Choosing yacht clubs is the same. Although different clubs tend to stress some areas more than others — Richmond YC, for example, is known for their strong racing orientation — the only way you can truly measure the feel of a yacht club is to experience it firsthand. If you don't know a member who can show you around, call the club(s) you're interested in and inquire about the best time and way (membership drive, guest, etc.) to visit.

Why do they make slips so big anymore? In my marina, I have to pay for a 30-ft slip for my 25-footer.

So move your boat to another marina.

You ran a story on (fill in the blank)_____ about three or four years ago. Can you tell me when that was exactly and how I get that back issue?

We hate to tell you this, but about 90 percent of callers who ask these questions hang up disappointed. With all the 'fun' we have putting together every issue, we never got around to starting any kind of index. If you get the editor that wrote the piece, you might luck out, but not necessarily. Anything older than one month is usually relegated to a special lobe in their brains known as the hodgepodge of langerhans — and therefore lost forever.

Back issues of *Latitude* are available for $3 apiece, though we don't keep any that are more than about two years old. Call for availability.

You ran a photo of my boat in the last issue. Can I get a copy?

Copies of photos taken by *Latitude* staffers (photo credits usually appear beside each photo) are available for $25 for the first 8x10 black-and-white glossy, and $10 for each succeeding copy of the same photo. If we didn't take the photo, we'll try to get you in touch with whoever did. We cannot take phone orders for photos, and we don't take plastic as payment. Allow four to six weeks for photo orders to be filled.

How can I arrange to get my boat on the cover?

You can't, so forget it. (This policy is subject to change upon the receipt of large amounts of cash into our Swiss bank account.)

Three final notes: 1) *Latitude* never was set up to be a clearing house for marine information. So if you need to know who did foredeck on a particular R-boat race in June of 1933 — or something equally as cryptic — please try us only as a *last* resort. (Or write a letter.) If we took, returned and followed up on every call, you would literally never see the magazine again. We get that many calls.

phones — cont'd

2) Not everyone who works at *Latitude*, and particularly the good folks who answer the phones, is a sailor. So give them a break. Those of us who do sail are sometimes out of the office as often as in, goofing off at the boa... er... we mean, out working hard to gather the material that goes into each issue.

3) Please don't take offense to any of the above. It's not aimed at any one person or group, and is presented as much for your entertainment as for its true purpose — to cut down on the huge amount of calls we get every month, most of which ask the same five questions.

If your question or hot tip isn't answered by any of the above, give us a ring and we'll try to help out. (If not, leave a message). Even if we don't have answers, we can often steer you toward somebody who does.

never say never

You've probably noticed that people have gotten pretty good about not calling any vessel 'unsinkable' since that *Titanic* thing back in 1912. As a reminder never to screw with the forces of nature by even *hinting* at invulnerability, we offer the story of *American Promise*, the 60-ft Ted Hood design aboard which Dodge Morgan set a 150-odd day circumnavigation record a few years back. For the last few years, it's belonged to the Naval Academy, and early Sunday morning, April 21 — while on a, ahem, 'safety training exercise' with 12 Midshipmen aboard — it got tangled up with a tug and its tow. The mishap stripped the boat of its rig and *Promise*, once touted to be able to withstand hitting an iceberg dead on at 8 knots, sank quickly. Luckily, the people aboard incurred no serious injuries, and were picked up after about half an hour in the water.

six out of seven ain't bad

Over the last 10 years there has been a lot of furor over whether or not recreational boats, houseboats and anchor-outs are a significant source of raw sewage entering the Bay. The area where this topic has been most hotly debated and fought over is Marin County's Richardson Bay. Individual politicians, municipalities, the county and even regional government agencies have raised a stink about it.

There is no question that some of these boats, namely the houseboats not connected to sewers and some anchor-outs, do pump some sewage directly into Richardson Bay. It's likely there is also a certain amount of raw sewage contributed by owners of recreational boats.

Hopefully we'll get some quantitative answers soon. Richardson Bay water quality tests are scheduled to begin sometime in the middle of May. We, as well as a lot of government agencies are eagerly awaiting the results.

While we're waiting, there are some interesting figures we'd like to share with you. Since 1988 there have been seven major sewage spills in the nine Bay Area counties. See if you can identify a pattern as we list them:

July 25, 1988 — Larkspur, Marin County.
December 27, 1988, Larkspur, Marin County.
June, 1989, Oakland, Alameda County.
May 6, 1990, San Rafael, Marin County.
August 6, 1990, Mill Valley, Marin County.
August 7, 1990, Mill Valley, Marin County.
February 9, 1991, San Rafael, Marin County.

The rocket scientists in our readership will note that six of the last seven major Bay Area sewage spills have occurred in Marin County. These spills ranged in size from 131,000 to 3,400,000 gallons of raw sewage.

Ironic, isn't it, how some government agencies, individual politicians, health directors and environmentalists can raise such hell over the possibility of 50 maritime poops entering the Bay and say not a word when 3.4 million gallons are pumped into the Bay.

Now don't get us wrong. Just because the sanitation districts lose control from time to time doesn't give mariners license to pollute the Bay. If the upcoming water surveys show heavily polluted marinas, we'll have only brought the trouble down on ourselves. Pooping in the Bay simply isn't going

cont'd next sightings page

nuke moon

for shooting the moon would have to be revised. But everybody is navigating with GPS these days, so it wouldn't be a great loss.

return of the

french

Editor's Note: When we mentioned Peter Hogg's intention to have a go at Eric Tabarly's San Francisco to Japan record later this year, we tagged on that Tabarly's record boat "was Pen Duick II, *a water-ballasted monohull (his later* Pen Duick's *were multihulls). . . " That inaccurate statement solicited the following FAX from Paris, France.*

Sorry, guys, but there are a couple of mistakes in this statement: of the *Pen Duicks* Eric Tabarly owned and sailed (he actually still owns three of them — *I, II* and *VI*), only one was a multihull — *Pen Duick IV*. It was built in 1968 and sold to Alain Colas in 1972, who went on to win the Singlehanded Transatlantic race with it that same year. He and the boat disappeared five years later in the 1978 *La Route du Rhum*.

The one you were talking about is *Pen Duick V*, a 35-ft monohull with 500 kg water ballast, similar to the systems now used by the latest BOC Challenge entries. . . 20 years later! With this boat, he won the 5,700-mile race between San Francisco and Tokyo in 39 days and 15 hours, for an average speed of 6 knots. That was 11 days faster than the second boat (another Frenchie, Jean-Yves Terlain), a straightforward cruiser of the popular Arpege series.

Then Tabarly went back to IOR racing with *Pen Duick VI*, a very fast 73-ft monohull built in 1973 for the Whitbread, but disqualified because of the use of uranium instead of lead in the keel. He then entered the '76 Single-handed Transatlantic race with this same boat — conceived and built to be sailed by a crew of 14 — and won it! In doing so, he beat *Club Mediterranee*, the monstrous 220-ft four master skippered by Alain Colas. (This ship, renamed *Phocea* and based in Marseilles, is now refitted and owned by Bernard Tapie, our local Donald Trump.)

Times are a-changing, and so during the late '70s, sponsorship and big bucks arrived in the French sailing business. That's why Tabarly's next three boats were not named *Pen Duick*, but *Paul Ricard, Bottin Enterprise* and *Cote d'Or*. And talking about records, he was the first to beat Charlie

— cont'd

We say do it — and while we're at it, let's dam the Bering Straits so as to induce tropical waters and temperatures along the coast of California.

mystery rectangle

lesson

Barr's transatlantic record, set in 1905 aboard the three-masted 185-ft schooner *Atlantic*. In 1980, the multihull *Paul Ricard* did it in 10 days, 5 hours. *(Another editor's note: To our knowledge, Atlantic's record of 12 days, 4 hours has never been beaten by a monohull.)*

Even though Tabarly — who will be 60 this year — retired in 1985 (like Jacques Cousteau, he was a French Naval officer), he never stopped sailing and is currently looking forward to entering the '93 Whit-bread, one of few races he has never won.

Since we are talking about all kinds of records, I bet you don't know which one the French sailing community is longing to beat 119 years later. Here are some clues: the name of the gentleman who holds it is Phinneas Fogg, and they guy who wrote about it is. . . Jules Verne! Yes, that Jules Verne. Around the World in 80 days! Our national lottery will give 1 million ECU ($1.4 million) to the first sailboat to beat it. Now you know why all the top guns here are working hard on this project (which, if you think about it, only means rounding one little buoy down south called Antarctica. . . .)

Titouan Lamazou, who did it in 109 days on his way to winning the non-stop Globe Challenge last March in a 60-footer, is thinking of building a 110-ft schooner to have a shot at it. Florence Arthaud, who is not only a fine looking girl but also won the last *Route du Rhum*, is currently working on a trimaran of the same size. At this point, it looks like the first boat to leave will be the 'old' *Fleury Michon VII*, a 70-ft trimaran with skipper Eric Loizeau and a crew of five.

One last one: I don't want to sound too nationalistic, but since John Martin had a that growler problem, it looks like another couple of Frenchies are leading the pack in the BOC race, doesn't it?

— jean-luc gourmelen

P.S. — Yes, *Latitude 38* is even read in Paris!

Editor's Note: The first boats were just finishing the BOC as we went to press. French boats took first, second and third.

six out of seven — cont'd

to play anymore, so don't do it. And don't let your friends do it.

The one agency that is about fed up with Marin County's horrible sewage record is Steve Ritchie, executive director of the Regional Water Quality Control Board. He's reported so frustrated with Marin's record that he's going to increase the fines for future spills anywhere from two to ten times. The highest fine the RWQCB has levied to date is $50,000.

Ritchie, it should be noted, is the one who surprised the hell out of Richardson Bay Regional Agency Director Robin Sweeney when he said his agency was willing to contribute $10,000 this year and $10,000 next year to help fund water quality studies for Richardson Bay. This RWQCB money will be combined with the money contributed by boatowners to *Latitude's* water quality fund, plus other funds, to finance the study.

We'll report back next month with the progress of that water quality study.

short sightings

THE BAY — You may recall mention in the March 'Short Sightings' of a strange fatality accident March 6. Remember the one wherein a person that "appeared to be tangled in mooring lines" was found dead dragging about 10 feet behind the Ericson 27 *Mary Elizabeth*? Well, we can't tell you any more about that incident yet, as the investigation by the Marin Sheriffs is still ongoing. We can tell you, however, that *Mary Elizabeth* was back in the news in April. On the 25th, the Coast Guard received an anonymous telephone call shortly after 3 p.m. that the boat was underway from Gashouse Cove and that the "operator was under the influence". About 3:20, they intercepted the boat about midway between Gashouse Cove and the St. Francis — only to find the owner flailing around in the water 75 yards behind the boat! Raymond Scott Gillis was fished out and once again remanded to the custody of the Marin Sherriff's Department. As the Coasties didn't actually see his erratic behavior, the sole passenger on *Mary Elizabeth* made a citizen's arrest. He said the combination of a wave and being intoxicated caused Gillis to take a header into the Bay.

RICHMOND — Customs agents seized a 105-ft yacht in the Richmond Yacht Harbor in early April. They suspect it was purchased with drug money. We can't imagine what tipped them off. The $1.8 million yacht belongs to Victor Stadter, who has publicly admitted he's been smuggling for 40 years.

WASHINGTON — Perhaps emboldened by his success in taking on Saddam Hussein, President Bush has finally gone ahead and accused Japan of importing the shells of endangered hawksbill turtles. Bush now has 60 days to notify Congress of whatever trade sanctions he might wish to impose on the Japanese. The move was hailed by both the U.S. Fish and Wildlife Service and environmentalists, who have been pressuring the President to act on the matter. Japan imported 234,000 hawksbills shells in the last decade and 18,000 last year alone.

WASHINGTON AGAIN — As of midnight April 18, it became a federal crime to feed dolphins and other wild marine animals. Violations could result in fines of up to $20,000 and one year in jail. The National Marine Fisheries Service lobbied hard for the bill, explaining that wild animals can easily become dependent on human feedings, something that can be detrimental to their welfare. Dolphin-feeding cruises and dives have become a growth industry in recent years.

NEW LONDON, CONN. — Admiral J. William Kime, the Coast Guard Commandant, is none too happy. A vocal champion of sexual equality in that service, he commissioned a study that concluded that most male cadets don't want women in the Academy or even the Coast Guard. According to the report, many of the women who attended the academy found it to be a bastion of male chauvinism fueled by an old-boy network — in other words just like everywhere else. Academy officials do not dispute the findings, but contend that the portrayal is dated. Academy Superintendent Rear Admiral

cont'd next sightings page

short sightings — cont'd

Thomas Matteson claims that while the school hasn't eliminated sexism, they've at least turned the corner.

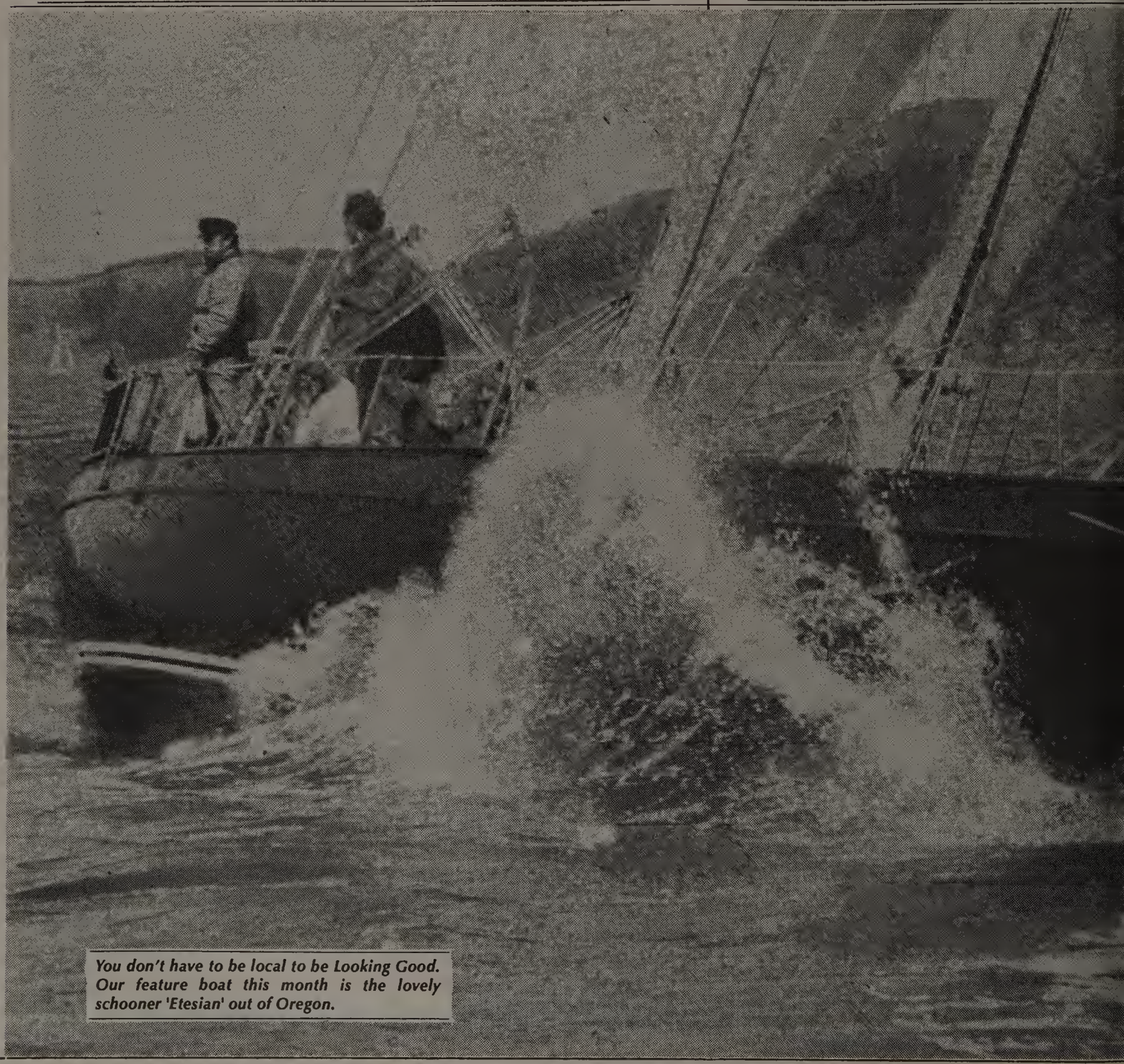
MYSTIC SEAPORT, CONN. — While we're in Connecticut running down white males, let's clear the air about who used to do all that whaling out of the northeast United States. Most folks think it was white men of European heritage, but that wasn't entirely the case. According to the new multimedia presentation prepared for the *Charles M. Morgan*, a 150-year old whaling ship at Mystic Seaport, at least half of those aboard the first whaler to leave Nantucket were Wampanoag Indians. It is true that men of European ancestry constituted the majority of the whaling crews at the time of the American Revolution — the 1770s for those of you who were smoking pot during your

cont'd next sightings page

hip to

Four score and seven years ago — or thereabouts — our forefathers brought forth upon this continent the last American square rigger....

Well, now we're doing it again. Construction is due to begin soon in Maine on *Discovery*, a 215-ft 'downeaster' replica that's scheduled for launch in time for the Columbus quincentennial (the 500th anniversary of his discov-ery of America) celebration in 1992. If all goes as planned, the ship will take part in the Columbus festivities both on the East Coast and in San Francisco Bay in

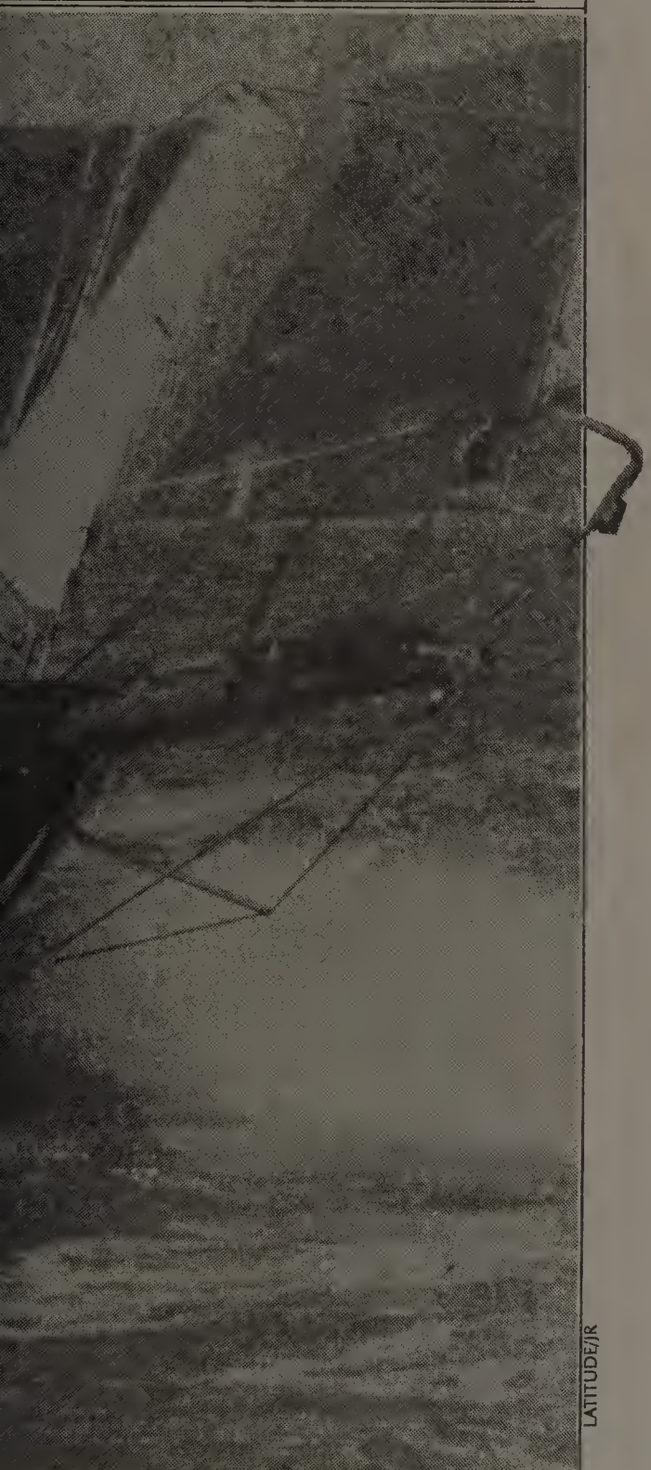


You don't have to be local to be Looking Good. Our feature boat this month is the lovely schooner 'Etesian' out of Oregon.

be square

the latter part of '92.

Built completely of recycled steel and to Coast Guard specs, the $7 million *Discovery* will be funded half through private donations and half through one to three major corporate sponsors. Tax deductible memberships in the American Tallship Syndicate are also available to the general public for $25 to $2,500. For more information, contact SAIL (Sail Adventures in Learning, the nonprofit organization sponsoring the building) at 229 Washington St., Bath, ME 04530, (207) 443-6222.



LATITUDE/JR

short sightings — cont'd

high school American History classes — but it didn't last long. By the 1840s, when former mailman Herman Melville was writing *Moby Dick*, crews were a heavy mixture of whites, American Indians, free blacks, Cape Verdeans, Maoris, South Sea Islanders and Eskimos.

There were two reasons that the Northeast was popular with free blacks during the Colonial times. First off, the locals were primarily Quakers whose religion opposed slavery, and secondly, blacks could find prosperous work in the growing whaling industry.

What next? Probably some revelation that the Wonder White Bread recipe was stolen from Hopi squaws.

SAN ONOFRE — Small craft and big dreams can sometimes add up to tragedy. Fortunately for 35-year old Marc Walker, it didn't turn out that badly. Walker departed Avalon, Catalina at 1:30 on a Friday afternoon intending to jet-ski about 30 miles to Dana Point. He was found a day later off the Orange County coast by a commercial fisherman. Had he not been wearing a wetsuit, he would have bought the hypothermia farm.

Before anyone else starts venturing out into the realm of nautical stunts, they might consider not only the risks to their health, but the expense to taxpayers. When Walker's wife reported him missing, the Coast Guard dispatched two helicopters, two small planes, a Falcon jet, three cutters and a patrol boat to search for him.

NASSAU, BAHAMAS — Not everyone is unhappy with the 10% luxury tax that was recently levied on moderately expensive boats. In fact Sir Lynden Pindling, Prime Minister of the Bahamas, is absolutely delighted. Seeing opportunity staring him in the face, he announced that boats purchased in the Bahamas would be subject to taxes of less than 1% of their value. He further reported that an ambitious marina building program was underway in his country, which is located just a few miles east of the largest big boat market in the United States.

The National Marine Manufacturers Association, admittedly not the most unbiased party, says the luxury tax legislation will cost at least 8,000 jobs in the marine industry alone.

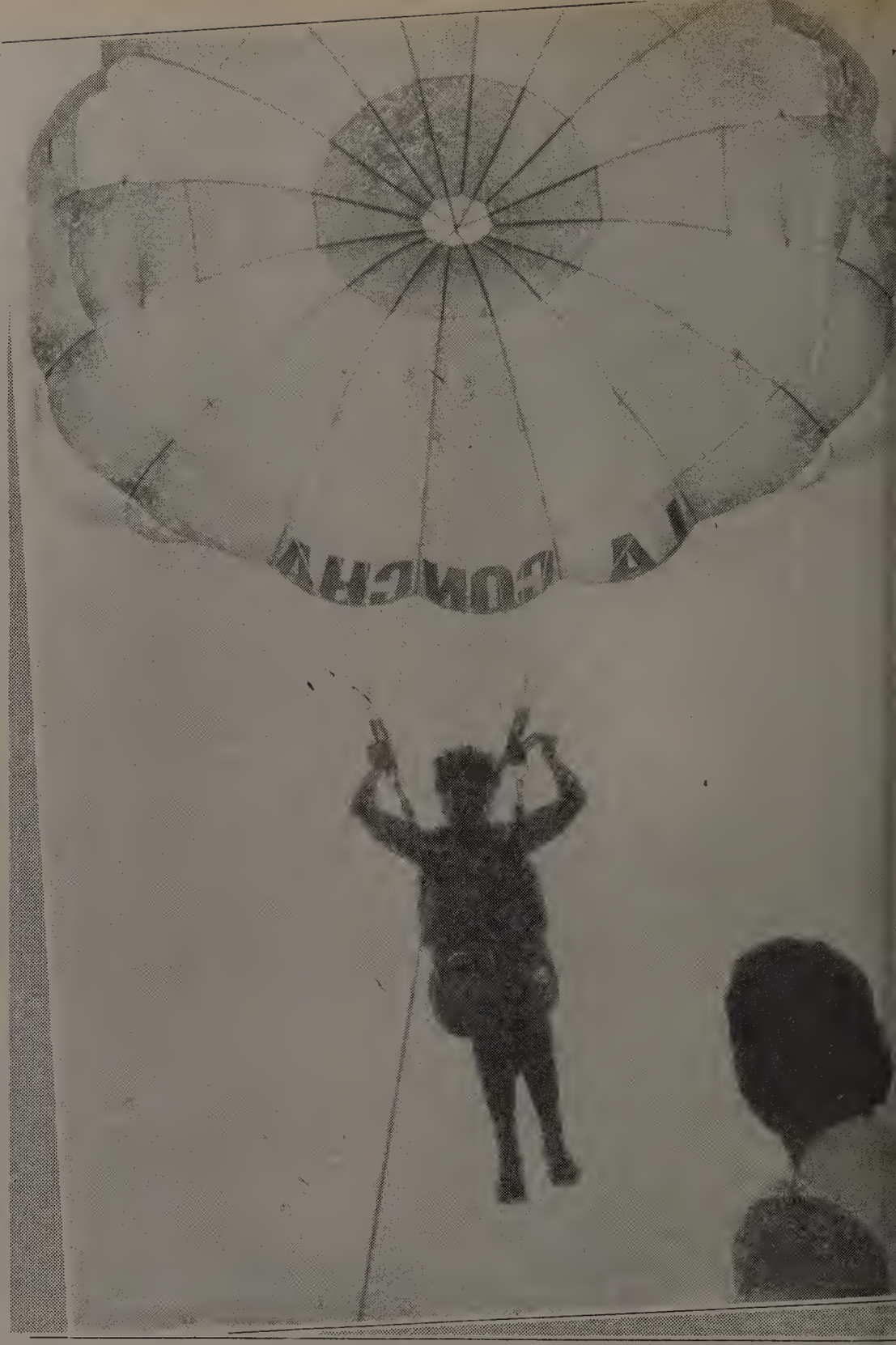
SACRATOMATO — Contra Costa County residents and environmentalists breathed a deep sigh of relief on April 15 when the California Department of Water Resources set aside plans to allow greater salinity in western Delta waters. Year after year of less than normal rain almost forced the DWR to allow higher levels of chlorides in Delta water than ever. Contra Costa County residents would object to that because it would make their drinking water taste even more brackish; environmentalists wouldn't like it because it would harm the fish and wildlife of the western Delta.

While the status quo will be in effect for yet another year, unless we get heavy rains next year, there's a good chance the salinity level will be allowed to rise next year. So once you've finished your nightly prayer for wind, put in a few good words for rain, too.

OAKLAND — Sewage treatment plants in Palo Alto, Sunnyvale, and San Jose have been dumping too much copper, mercury and silver into the Bay, so on April 17 the Bay Water Quality Control Board adopted more stringent regulations. But how much good will it do? Said Steve Ritchie, the board's executive director, "We know a lot of cities won't be able to comply right now."

AUSTRALIA — Times have been tough Down Under. Two years ago, a bunch of spoil-sports succeeded in getting dwarf-tossing, a fast-growing Aussie pub sport, banned on humanitarian grounds — despite the fact that the dwarves were in favor of it. Ever resourceful, the Aussies came up with an alternative last year: frozen tuna tossing. Alas, the sport got off to a bad start when a female spectator was struck by a 17-pound tuna. She sued and collected $8,500. Fortunately, this year's frozen tuna tossing went off without a hitch. What's this got to do with sailing? Well, it could either be that a lot of Aussies sail, or that sailors have a soft spot for more impulsive sporting endeavors.

BAJA HA HA —



If Baja Sail Week ever needed an annual theme song, this year's surely would have been the old Dylan hit, "The Times, They Are a' Changing." Five years ago, a Sail Week'er would rather have traded his boat in for an inner-city condo than describe the event as "mellow". This year, the word was used by many — and proudly. What began eight years ago as (in the words of one veteran) 'a mini Antigua Race Week' has matured past its precocious puberty. And that's just fine with participants.

Although attendance was down — 85 boats compared to nearly twice that in Baja Ha Ha's best years — the major thing missing from this year's Sail Week, at least in our humble opinions, was us. Of course, if you count fearless leader blowing a disc out the first day of the 1990 Sail Week and having to fly home, we weren't really 'at' the last one, either. But this is the first one where scheduling conflicts — the April 14-20 dates coincided perfectly with our deadline week — prevented our attending in person. We plan it to be the last. Fortunately, we were able to recruit a couple of super roving reporter/photographers — their names appear at the end of this article.

So much for 'missing'. The major thing *missed* by Sail Week'ers, oddly enough, seemed to be the evening talk/comedy show, XE-FUN. Conceived and hosted by The Shadow (Lamont Cranston of *Shadow*) over the last few years, XE-FUN came to provide a real sense of community among Week'ers — not to mention some great topics of conversation the next day. Although you really 'had to be there', a typical cut from the show might go like this: The Shadow introduces a topic for the hour, such as "Spam humor", then announces "(So and So boat) has volunteered as the Race Week pump-out station. Any of you whose tanks are getting up there, just mosey on over and (the boat's owner) will take care of you." Wherever you are, Shadow, you were missed.

Otherwise, though a bit kinder and gentler, the Eighth Annual Sea of Cortez Sail Week didn't lack in the sun and fun department at all.

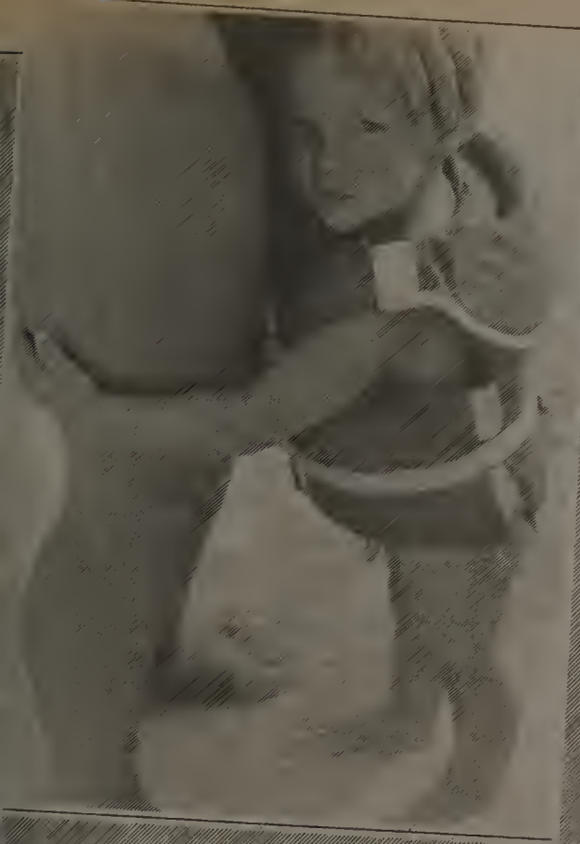
As usual, a few new events added to the merriment. The first was the talent show, or what it became this year. In past years, this has been *really* loosely organized, with one or two folks hogging the stage for embarrassingly long periods. This year, Mort of *Good News* made it into something special. Mort — who in real life is a professional sound man whose credits include the Monterey Pop Festival and the Beatles concert at Candlestick in '64 — rewrote the script, so to speak. He organized, wrote and MC'd the First Annual Cruiser's Skit. The plot was pieced together as they went and everyone who volunteered for a part was written in. There was even a 'prompter' offstage whose job it was to feed everyone their lines. Held Wednesday afternoon, it was one of the big hits of the week.

A couple of new competitions were the Pet Show and Horse Derby. For the former, we don't mean the pictures-of-pets show that has been a Sail Week fixture for years. These were actual animals, including two huge Keeshond dogs, Frodo (who won) and Kedge, from the Westsail 32 *Galadriel*. Asked how they manage the dogs, owners Grant and Megan responded that they try to bring them ashore for several hours a day for exercise — not always easy with differing quarantine laws. Where there's a will, cruisers always find a way.

The Horse Derby was the brainchild of Jimi Murillo, who put as much energy into making it happen as Willie Shoemaker puts into racing at Churchill Downs. Each 'jockey' had a mount — a horse head attached to a mop handle body — which he or she raced it around a 'track'. They even had a betting window, odds, the works. And wouldn't you know it, with all the strapping studs in attendance, the first annual 'run for the roses' went to a filly — Joyce of *Galadriel*.

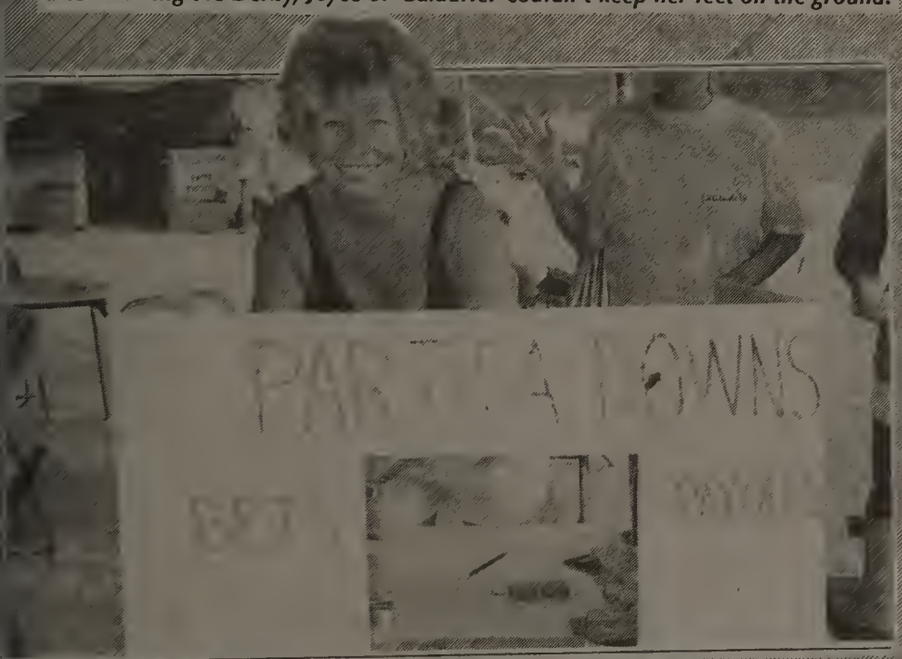
Speaking of strapping, uh, studs, there was also a near upset in the ladies bikini contest. Appearing in drag, Jim off *Blue Moon* had that contest in the bag before he was DSQ'ed for shedding his top.

SAIL WEEK '91





Clockwise from above: Sail Week can be a little intimidating for beginners; King Gary and Queen Yvonne; Jennifer of 'Elias Mann'; betting window for the Horse Derby; after winning the Derby, Joyce of 'Galadriel' couldn't keep her feet on the ground.



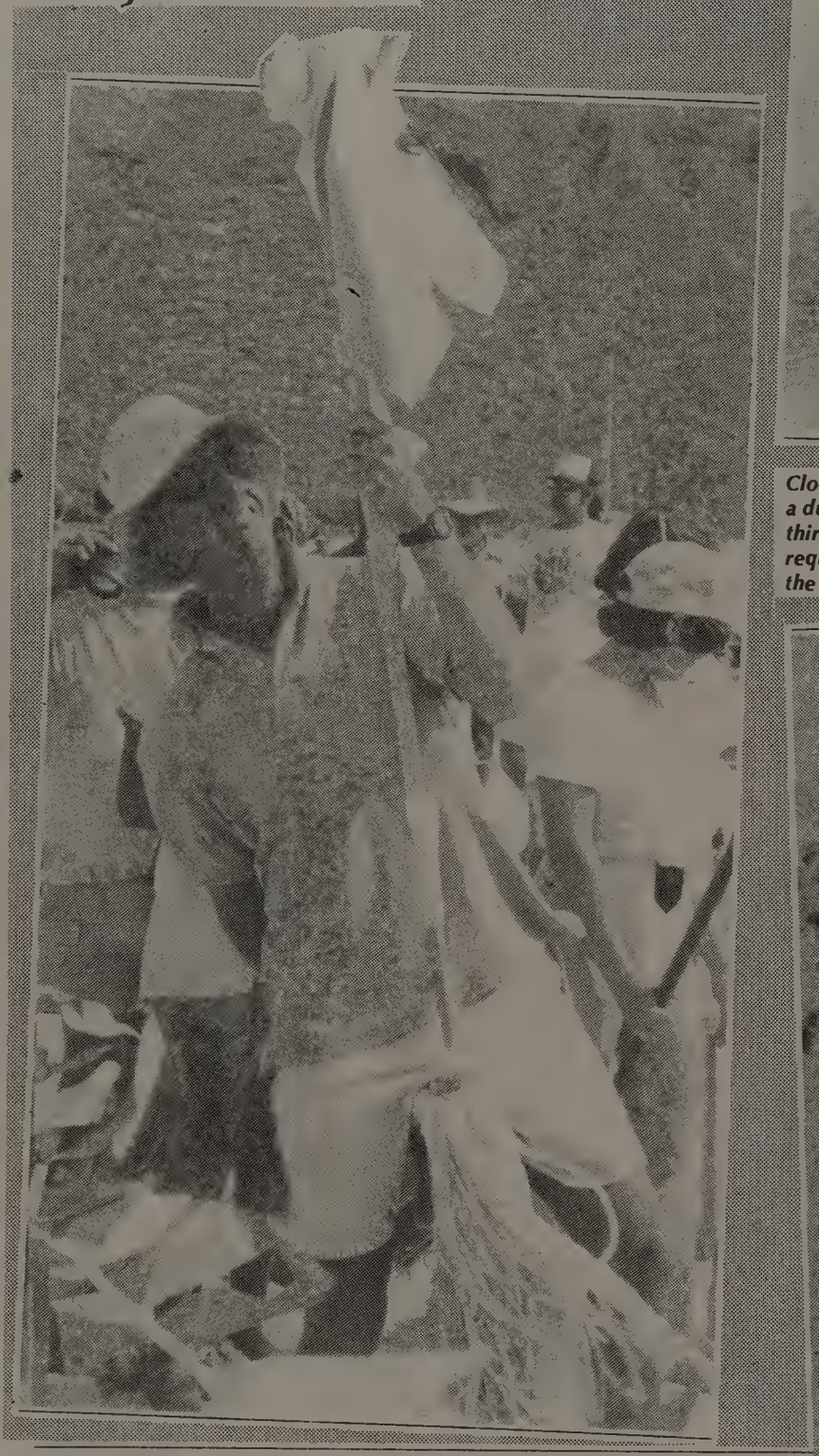


The other, regular beach activities were as numerous, creative and fun as they ever were, albeit slightly less structured than in years past. If you wanted to enter the chess tournament (won by Luis on *Quest II*), for example, you first had to find your opponent, who likely as not had a game going on an anchored boat. Volleyball was also looser, which everyone liked. Rather than an elimination series, almost all bouts were pick-up games, which kept skills at a premium and sharpened reflexes for the big finale against the defending champions, the Mexican fishermen. About five years ago, someone made a present of a net and ball to the handful of *pescadores* based on Isla Partida. The fishermen got into a routine of fishing in the morning and playing volleyball all afternoon and no one's been able to beat them since — this year included.

On the water was another story. Although the dinghy races were pretty well attended, the big boat racing attendance was way off. Only 19 boats raced the first race — the 20-odd miler from Pichilinque to Isla Partida. After that, no more than 10 boats (in all four divisions) raced the remaining two races. Of course, the usual light air for races one and two didn't help — one of the main reasons Sail Week was moved forward from the traditional Easter Sunday kickoff was to elicit more from the wind gods. The wind did pipe up to a fun 8-12 knots for the last race. One good part of the low participation was that everybody who made all three races received awards. Winners were *Winsome Gold* (Spinnaker), *Fat Cat* (Non-Spinny), *Skomalt* (Beer Can I) and *Symphony* (BC II).

Another good part, indeed, a whole new dimension, was added to what racing there was by the crew of *Fair Lady*. In soliciting crew for race three, they invited three of the Mexican fishermen to come along. It was a first in Race Week annals, though no one could quite figure out why as it seemed such a sensible and magnanimous thing to do. Shades of the *Newhart* TV show, they were Francisco, whose nickname is 'Paco', his friend Jose, whose nickname is 'Pepe', and

BAJA HA HA







Clockwise from left: Whoa, boy! Saddling up for the Horse Derby; building a dune buggy on the beach; the skit troupe; there was nice breeze for the third race; jockey Ralph of 'The Trip', a veteran of all eight Sail Weeks, required mouth-to-mouth resuscitation after, ahem, being 'thrown' during the Derby; the queen worked hard on her 'beautify the beach' program.

his nephew, who is also named Jose and nicknamed 'Pepe'.

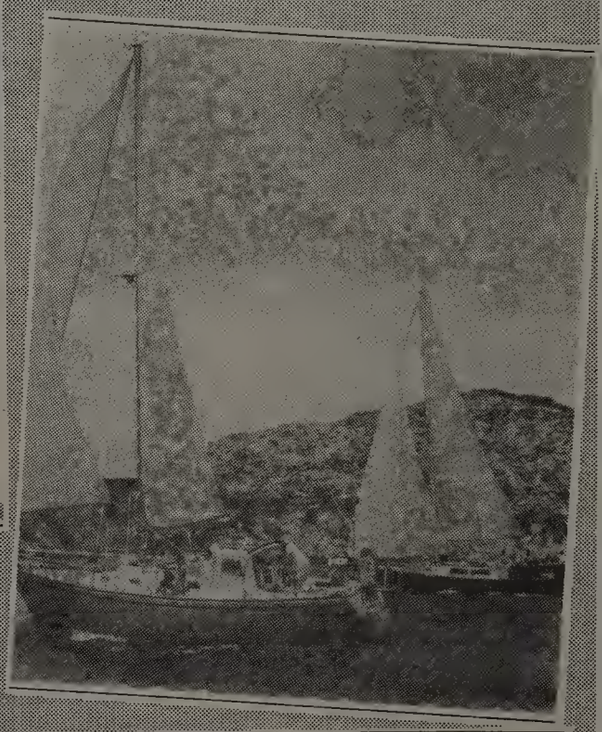
Despite a virtual lifetime on the water, none of them had ever been sailing — which made it fortunate they were aboard for the last race, when there was wind. "You should have seen their eyes when we shut off the engine and kept moving," says Mike, a crewman. "At first they could hardly believe it. They really had a good time."

Another change on the water was more powerboaters in the fleet. They were welcomed openly — cruisers are cruisers no matter what they use for fuel. Of particular note among the power crowd was *Mirage*, which acted as community refrigerator — they supplied copious quantities of ice to the fleet and froze all the fish caught until the Friday fish-fry on the beach. Don and Ruth of *Koala* also deserve special mention, not only for serving as committee boat for the racing, but for rushing Lorraine back to La Paz after she fell down the companionway of a boat (sorry, we didn't catch which one) during the last race. (Thanks also to Hans on *Roland* and Anita and Jim on *Seehund* for help in this emergency.) At last report, the 70something Lorraine, whose alter ego is the costumed 'Clown of La Paz' for Mexican Red Cross childrens' activities throughout the year, might have fractured some ribs. She's resting comfortably and we wish her a speedy recovery.

One last change worth mentioning — and another big hit — was the concession changeover. Pacifico has run the beach concessions for the last few years and apparently bowed out this year because they thought too many cruisers were bringing in their own beer. Small wonder. In '89 (the last time we attended a full Race Week), Pacifico wanted 3,500 pesos for a bottle when the exchange rate was 2,000 to the dollar. Now the exchange rate is closer to 3,000 and the new concessionaires, Tecate, charged only 2,500 pesos per bottle. They sold a lot of liquid refreshment (including soft drinks) and hot dogs.

— SAIL WEEK '91









Whatever Sail Week becomes when the metamorphosis is complete, one thing that will never change is the people. Here are a few our roving reporters talked to.

Grant and **Megan** of *Galadriel* (the ones with the dogs) — Of their first Sail Week, Megan said, "It's an opportunity to meet a lot of great people — and to finally put faces to the people we've been hearing on the net."

Jaime on *Exploitation* — Anyone who knows Terry Kennedy (aka Terry of *Erotica* [even though *Erotica* wasn't there this year], Terry the fishkiller, etc.) might find this hard to believe, but Jaime tied him in the spear-fishing competition. Terry got the biggest one but Jaime had slightly more total pounds. Of his third race week, Jaime observed "Yes, it's changed, but not for the worse."

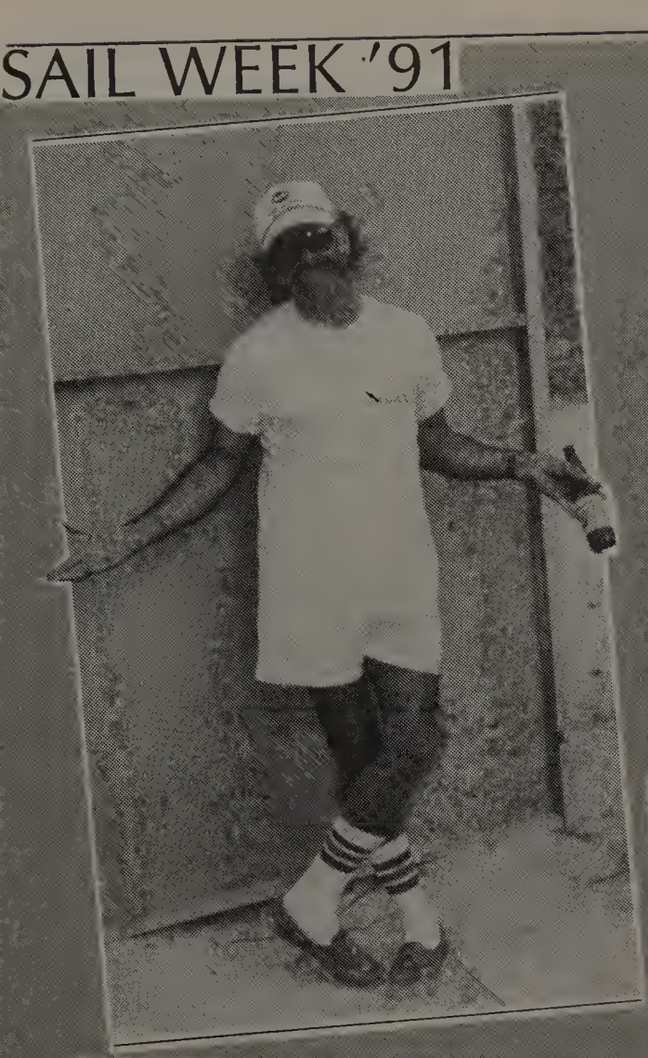
David and **Margot** of *Prosperity Too*. "The people we got to trailer our boat down from Fresno were so compatible that **Kathryn** and **Keith** ended up as crew," says David. "We don't have an outboard on our dinghy and I got tired of rowing, so after checking out the bottom we just powered our (shoal draft) boat right up to the beach. The spectators were pretty amused at how close we got."

Sandra and **Sandi** on *Serenta*, and **Pat** and **Shanti** on *En Sueno* are notable for being not one, but the only two mother-daughter cruising teams we know of. The *Serenta* ladies out of San Diego kept pretty much to themselves, but mom Pat and daughter Shanti enjoyed many of the beach festivities. They've been going strong since leaving San Luis Obispo in '88 — six months cruising, six months home. In this, their third Race Week, they acquitted themselves pretty well: Pat took second in the Chili Cookoff (to 'Eclipse Chili' from *Hi-Jinx*), and Shanti (after much arm-twisting to enter) won the bikini contest.

Anne of *Fair Lady* is a solo woman skipper who's been wending her way south with pick-up crew. Cruising for the first time, she was only two months out of San Diego before making it to her first Race Week.

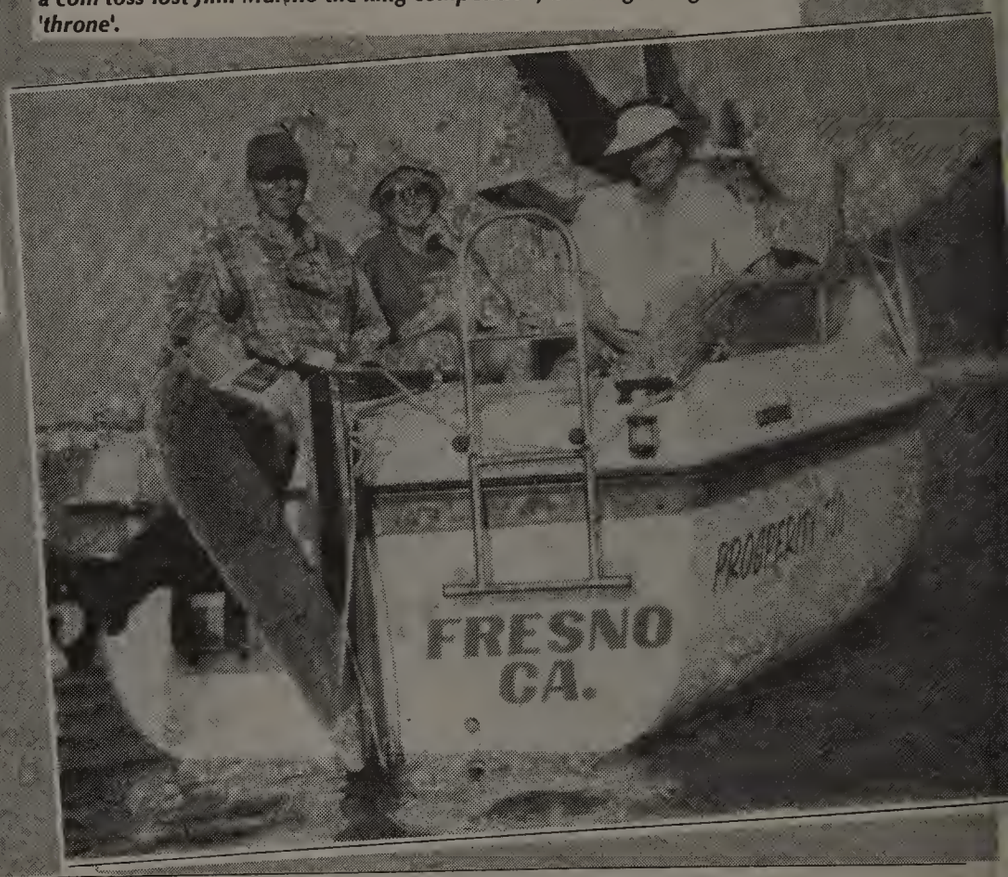
The perseverance award, if there was

SAIL WEEK '91









Clockwise from above: Alan and Janet; with her boards up, 'Prosperity Too' could get within wading distance of the beach; kids loved the flipper races; a coin toss lost Jimi Murillo the king competition, but he got to guard the 'throne'.

one, would surely have gone to **Eric, Joan** and 12-year-old **Meagan** of *Fat Cat*, a Pearson 36. They left their Wrangell, Alaska, homeport last July with the express goal of making Race Week. From there, they'll continue on to the South Pacific.

The Cruzeros de La Paz get the credit and kudos for making the 1991 Sea of Cortez Sail Week the success it was. But they couldn't have done it without a lot of help. Special thanks go to the following organizations for their support: **West Marine Products**, which has lent support and prizes throughout Sail Week's 8-year history, provided a handheld VHF 'grand prize' (won by a Cruzeros member and donated for use by the Club); **Stockdale Marine** of Sacramento for a log book used as part of the 'Treasure Hunt' event; **Downwind Marine** of San Diego for a brass ship's clock, also used in the Treasure Hunt; and **Pacific Marine Supply** of San Diego for a bunch of T-shirts and baseball caps used as awards. Thanks also to the many boats, individuals and local businesses who donated everything from hair cuts to free dock space to 'lunch for one'. You helped make it a memorable happening.

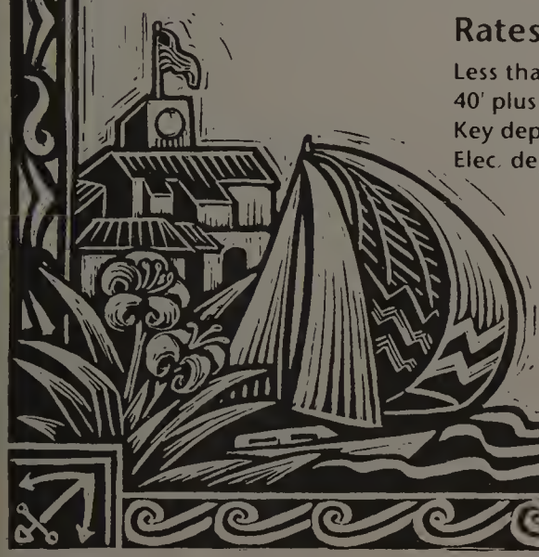
And speaking of memories, as this one fades into the memory banks, it's worth summarizing how it differed, why it worked in many ways better, and where it's going. Mike of *Fair Lady* has been to four Sail Weeks and offered this analysis.

"Veterans remember the Morphy days as *totally* 'arranged' parties. (Ed. Note — The first five years of race week, before the cruisers took over planning, Alberto Morphy spent a lot of government-supplied pesos on making Race Week an EVENT.) People just showed up and fit themselves into the schedule. The momentum left over from those days seems to diminish yearly. Year by year, it's replaced by initiative on the part of the cruisers."

There's only one thing we can add to that. In 1992, to borrow a phrase, "We shall return."

— mike matter and latitude 38,
with special thanks to
pat walsh, alan katz and **janet rogers**

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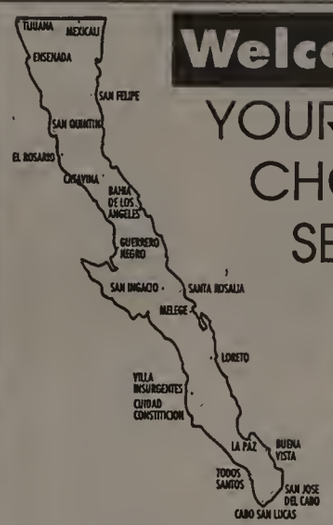
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WORLDS APART —

Don't be fooled. At first glance, it might be easy to dismiss the IACC World Championships on May 4-11 as a small fish in big pond of exciting first-of-the-season racing action. What's nine measly boats sailing off light-air San Diego compared to hundreds for the windy Volvo Regatta, the hoary-with-history Master Mariners and the sinfully fun Vallejo Race, all of which also take place in May? Well, to answer our own question, there's more to the IACC Worlds than meets the casual eye. The nine boats are the new International America's Cup Class 75 footers, and the Worlds will be the first time they've ever raced each other.

In fact, when it comes to anything associated with the America's Cup — and make no mistake, this is more a tune-up for the AmCup than an entity unto itself — there's more than meets the eye at every level.

And more levels.

Take something as seemingly simple as results. In most boat races, the boat that finishes first is generally regarded the winner — i.e., the fastest boat with the best crew. In the IACC Worlds, that's not necessarily the case. The Worlds don't count in any permanent or cumulative standings anywhere. So in one sense, why go out and murder boats and gear? In a larger sense, why show your cards in Poughkeepsie if you're out to win the world championships of poker in Vegas?

For example, although one of the favorite pastimes of any America's Cup syndicate member is to feed as much disinformation to the media as possible (in order to play us against the other camps — all part of the psychological warfare), most of the top teams already know pretty much who they have to worry about. For the Worlds, they might only want to go out, measure themselves against that one other boat and consider the whole thing a resounding success no matter where they end up 'officially'.

Which, to take it one step further, is why they'll all likely *claim* victory in some guise: "Well, Jim, we're very happy with our performance. Sure, we have a few bugs to work out, but they're ones we already knew about. If anything, we're even more confident than before that this team can go all the way!"

So who do we think is going to win?

Well, we have enough trouble trying to figure our own lives out without trying to get into the heads of several hundred sailors, owners and sponsors — and the only hard numbers any syndicate has released so far are take-out orders for burgers and fries. But hey, mere lack of information never stopped us before. Here's our look at each of the competitors in the IACC Worlds in the order we're guessing they'll finish.

1. ***Il Moro di Venezia*** (Italy, Sail #'ITA-1', skipper: Paul Cayard) — A flashy, big-bucks, superbly organized effort by flashy, big-bucks Raul Gardini. We think they'll win convincingly for the following reasons: 1) They've been sailing and refining the first certified IACC yacht for a year with the same crew; 2) Paul Cayard; 3) Gardini stayed away from the America's Cup before because of the boring 12-Meters. Now the boats are exciting and he's out to show his completely homegrown effort is the *most* exciting; 4) Hey, the man is *Italian*.

2. ***Nippon Challenge*** (Japan, 'JPN-6', skipper: Chris Dickson) — We have to give second to Nippon for one reason only: Chris Dickson. All things being equal, he's still the number one rated match racer in the world. Dickson's pride, aggressiveness on the course and the desire to show syndicate money men they've made a good investment will fuel this one. Just give 'Dicko' the stick, point to the fleet and yell, "Kill!"

3. ***America³*** ('USA-2', skipper: Bill Koch) — *America³*, like *Il Moro*, was put together by a deep-pocketed, maxi-circuit entrepreneur who has spared no expense to win the next America's Cup. Also like *Il Moro*, USA-2 (a Phillipe Briand design acquired early on from the French) has been sailing quite awhile so the crew's had time to integrate themselves and sort the boat out. We also see the breakup of the talent-sodden afterguard as an advantage. *America³* lists Koch as skipper, Gary Jobson as co-skipper, Buddy Melges as helmsman and John Kostecki as tactician. Put 'em all on one boat and you tell us who's going to drive and who's going to call shots. Fortunately, Jobson and Kostecki will be sailing the syndicate's second boat; Melges will call tactics for Koch. It's worthy of note that the only female crew member, Dawn Riley (late of the Whitbread all-woman yacht *Maiden*) will crew one of the two *America³* yachts.

4. ***Stars & Stripes*** ('USA-11', skipper: Dennis Conner) — We might preface this one by saying we don't see Conner doing any *worse* than fourth place. A brand new boat, DC's 10th America's Cupper (launched the first week in April), is probably the only real impediment to a stellar performance from this syndicate (if they really *wanted* to win, that is). However, much of Conner's Fremantle crew is back aboard, including longtime friend and tactician Tom Whidden, and they're used to adapting to new boats quickly. Not to mention that, at this point, Conner is the Cup's longest-running major competitor and, as the saying goes, he's probably forgotten more about how it works than many of the other skippers will ever know. The recent addition of John Bertrand (original skipper of the dissolved Beach Boys Syndicate) should also help — as will the need to show promise for current and potential sponsors.

5. ***America³*** ('USA-9', skipper: Gary Jobson) — This one will fly in the face of most of the other predictions we've seen. Oh, well. This boat — built in a secret location in Utah rather than Rhode Island as first announced (disinformation in action) — has only been in the water two days at this writing. But we've known tactician John Kostecki for a lot of years and known of Jobson even longer — both are impressive sailors in their own rights. Jobson, coming off several years as color commentator for ESPN's sailing coverage, seems particularly charged up to reap glory out of his AmCup 'comeback'. (He was Ted Turner's tactician aboard *Courageous* for the '77 Cup.)

6. ***New Zealand Challenge*** ('NZL-12', skipper not specified) — Michael Fay has been around the America's Cup block a time or two himself and after the 1988 cat/big boat debacle may be as good at the AmCup bait and switch as Conner. Or better. But he's something of an unknown quantity in the game this time around, and everyone down to the rowdiest grinder is keeping a low profile over there in Kiwinado (Coronado). The syndicate has yet to announce a specific team, and say their three skippers, David Barnes, Rod Davis and official-just-this-week Russell Coutts will trade off helming duties during the racing. But the physical evidence is telling. New Zealand is the first syndicate to have three boats in the water in San Diego. And they have Bruce Farr, the premier yacht designer in the world. If the New Zealand Challenge doesn't distinguish themselves here, it ain't cause they can't. Come next May when the serious stuff starts, we have to think they'll be one of the main teams to beat.

7. ***Il Moro di Venezia*** ('ITA-7', skipper: John Kolius) — Kolius, a world-class driver (he helmed the NYYC's ill-fated 12-Meter *America II* at the '87 defender trials) and longtime friend of Paul Cayard, joined the *Il Moro* team recently as a 'trial helmsman'. In boxing, he'd be Cayard's sparring partner — giving the boss a good run for his money but never, *never* decking him in front of an audience, if you catch our drift.

8. ***Ville de Paris*** (France, 'FRA-8', skipper: Marc Pajot) — This is the dark horse

IACC CHAMPIONSHIPS PREVIEW



COURTESY IL MORO DI VENEZIA

We don't want to invoke the 'S' word (sandbagging), so we'll put it to you hypothetically: if you knew the boat that wins the Worlds was going to be widely copied, and you learned early in the racing that you could beat that boat if you really tried — would you really try?

of the Worlds. Late out of the blocks and still fraught with political infighting and money problems, the French never say die. If half the things we hear are true, any other syndicate would have folded under the pressure; but the French rebounded to launch *Ville de Paris* in San Diego the third week of April. Logic says even the talented Pajot, who made it to the quarterfinals in Fremantle with *French Kiss*, doesn't have the time to be a threat at the Worlds, but.... Charles Mason probably summed it up best in the May issue of *SAIL*: "Pajot and co-skipper Marc Bouet are experts at going fast with little money."

9. ***Spain '92 Quinto Centenario*** (Spain, 'ESP-10', skippers: Pedro Campos and Antonio Gorostegui) — An "A" for effort, the Spaniards were the last entry at the last possible minute. Unable to make it with one of their own two boats, they're chartering New Zealand's 'old' boat for the Worlds. Although they'll be able to use much of their own equipment — boom, sails, electronics, etc. — and fly the Spanish flag, they'll have to take two New Zealand Challenge reps along during the racing and give the boat back to the Kiwis every night. So come on, how well can they do?

There may yet be a 10th boat racing the Worlds, though at this writing two weeks before the fact, it's getting more and more doubtful. Japan's other syndicate, the Bengal Bay Challenge, has gotten their entry form and fee in to race officials, but as yet they don't have a boat. However, the Kiwis agreed way back when to supply one to Bengal Bay for training and to sail in the World Championships. Though the BBC has yet to sail in San Diego, technically the Kiwis still 'owe' the Japanese syndicate one for the Worlds. As we go to press, it doesn't look like it's going to happen, but if it did it would pose an interesting quandary: which of the remaining two Kiwi boats would Bengal Bay get? NZL-12, the boat the Kiwis are planning to race, is their newest — an improved version of NZL 10. But NZL 14 is their top-secret 'stealth' design. One possibility is a hybrid Japanese and Kiwi crew aboard NZL-12 — a great arrangement in case either team needs to distance themselves from a mediocre performance. The Kiwis have declined comment until there's something worth commenting on.

It's also worth a mention that the Soviet Red Star Syndicate was well on track for attending the Worlds until mid-April when its executive director, Viktor Hendrikson, was killed in helicopter-skiing accident. At this point, work on both Red Star's aluminum IACC boat (an illegal material under the new class rules for America's Cup racing, but allowed for the Worlds) and their new carbon fiber hull has stopped.

The venue for the Worlds is the Pacific Ocean about 3 miles off Point Loma, where May winds average 8-12 knots out of the WSW. The program consists of four days of fleet racing over an eight-leg, 21.2-mile course with five windward-leeward legs and three reaching legs. May 9 is a layday. The 10th and 11th will be given over to match-racing the top four boats, with the winner of the fleet racing getting to choose the quarter-final matchups. Winners of the quarterfinals will go on to race one another, as will losers of the quarterfinals. Unlike the America's Cup, there *is* a second in the Worlds — and a third and fourth. The matchracing will take place on the official new America's Cup course, an 8-leg, 22.6-miler that looks more like a schematic of Disneyland's 'Mr. Toad's Wild Ride' than a sailboat course. But it should make great TV viewing, which after all is the main idea.

Unfortunately, if this is anything like the 1989 racing with the catamaran vs. the big boat, it's not going to be much for spectators on the water.

(Speaking of the water, our spies tell us the port has closed down all but two small anchorages in San Diego — which at first impression strikes us as slimy, conniving and greedy. Like the city isn't going to make enough jillions off the Cup that they have to fleece visiting sailors out of every possible dime, too. But we'll reserve final judgment until we get the full story.)

So, up-close-and-personal isn't going to be easy. You can join the flotilla that escorts the boats to and from the course, but there's going to be a 1/2 to 3/4-mile perimeter set up around the course, so bring some powerful binoculars if you're actually going to try to watch the racing. Otherwise, check out the America's Cup Village, which will be open from May 3-11 at Embarcadero Marine Park North. Among other things, it will feature live big-screen coverage of the racing every day. The America's Cup Muse-um at B Street Pier is running a little behind schedule. It's now slated to open May 10 and will remain open throughout 'the year of the Cup'.

You armchair AmCuppers probably already know about ESPN's *Setting Sail for San Diego* series that's been running twice a month for the past three months. For the Worlds, the cable sports network has scheduled three broadcasts: An 'in progress' look on May 6, live coverage of the finals on the 11th and a wrap-up on the 20th. As excellent as their coverage is, we're so far batting zero announcing time slots, so just check your local listings for the time and learn to program your VCR.

Well, that's about it for now. We'll be going down to check out the action and will let you know who did what to who next month — as well as how much of a threat we are to Jimmy the Greek.

— latitude/jr

DOUBLEHANDED



The Doublehanded Lightship Race is ocean racing's equivalent of the Bay to Breakers Race. It's relatively easy (unlike the two shorthanded Farallones Races, which — to stretch the metaphor — are more akin to running the Boston Marathon) and it attracts a large crowd, some more serious than others. For many, just finishing the 25-mile sprint from the Cityfront to the Lightbucket and back is satisfaction enough; for others, trophies and the roar of the crowd are the important things.

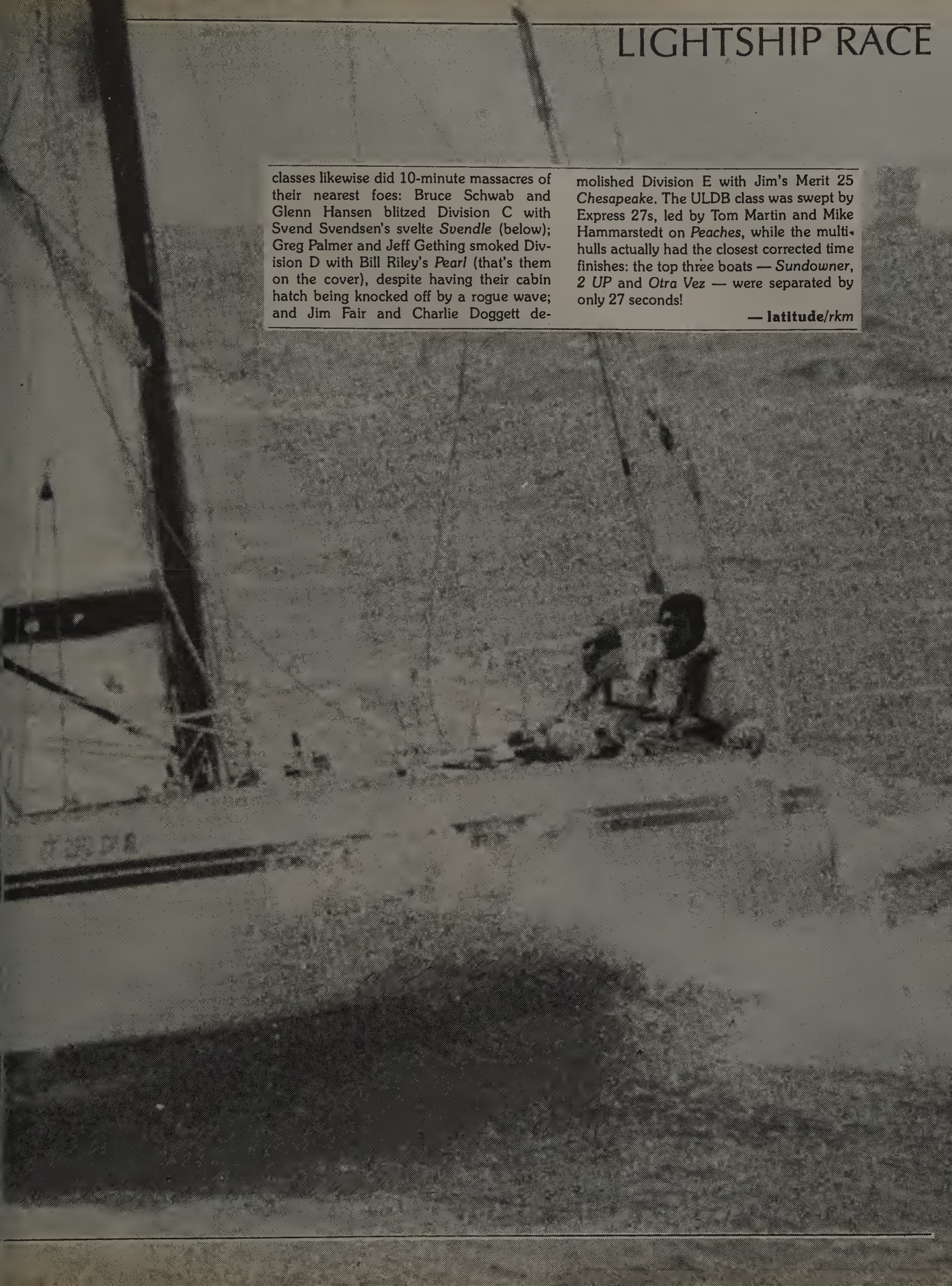
Either way, everyone wins: The popular annual race, sponsored by Island YC, is a benefit for United Cerebral Palsy of Alameda-Contra Costa. This year, the tenth for the Doublehanded Lightship, the event attracted 104 boats and raised over $1,000 for UCP. "We're shopping around for sponsors for next year's race, so it should be even bigger and better," said multihull sailor Paul Mazza, the race's founder and chief spokesman. "Someday, we hope to have shoreside activities on a par with the Volvo or NOOD regattas."

If all their races turn out to be as fast as this year's, the sponsors should plan on holding a late brunch afterwards. With starts commencing at 8:40 a.m., most of the fleet was home before noon. Peter Hogg, sailing with Kame Richards, had his Antrim 40 trimaran *Aotea* there and back in only 2 hours, 18 minutes — which knocked seven minutes off *Wind Warrior*'s old record. "Actually, the conditions were a little irritating," said Richards. "The seas were too big; they held us back. We had to slow the boat down to match the wave speed."

With an ebb tide and a northerly, the fleet quickly fetched the Lightbucket and then surfed home in winds building to 30 knots. Twelve boats didn't make it to the odoriferous turning mark, heading back with gear failure (*Defiance*, a Cross 46 trimaran, lost her modified SC 50 rig near Seal Rocks), operator fatigue (the Corenmans on *Heart of Gold* exhausted themselves retrieving a jib that washed off the foredeck) or seasickness. "It was lumpy out there, but hey, that's ocean racing," figured Carl Schumacher (*Moonlight*). "If you want it nice and calm, go hang out at Angel Island. I thought the race was a blast!"

So did Oakland engineer Erik Menzel and his friend Jan Hilmers, a visitor from Germany. They sailed Menzel's diminutive Santana 22 *Riffraff* to first place overall, improbably posting a better elapsed time than one third of the fleet despite carrying the highest PHRF rating (234). The duo was 100 yards behind Arne Jonsson's sistership *Just Kidding* at the upwind mark, and had an epic match race to the finish. "It was a wild ride," related Erik, a relative newcomer to the sport. "We pushed each other really hard, setting kites way before most people and hitting speeds of 12 knots a bunch of times! We finally passed Arne just before the bridge, when he wiped out."

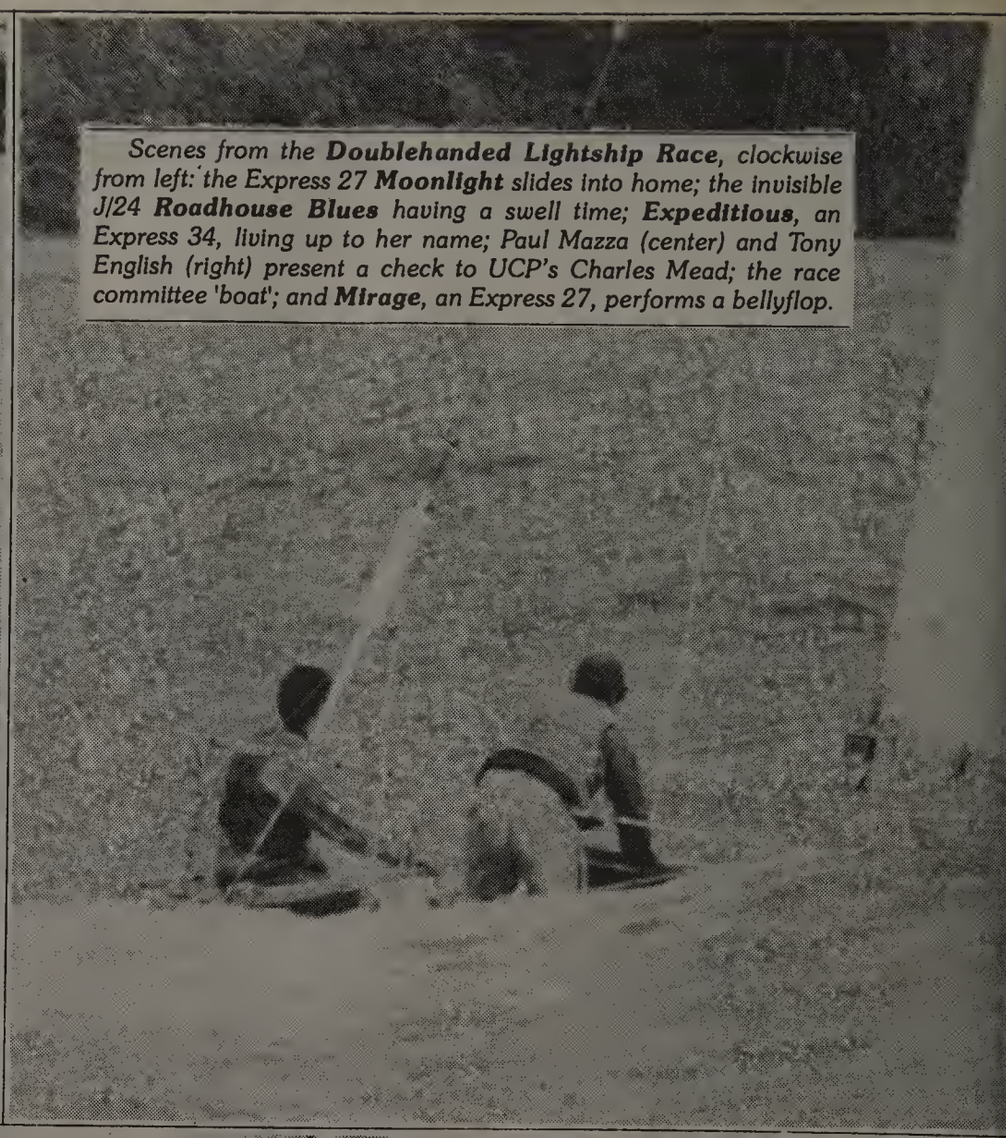
Menzel and Jonsson pulled a 17-minute corrected time horizon job on the next boat in their class. Winners in three of the other



classes likewise did 10-minute massacres of their nearest foes: Bruce Schwab and Glenn Hansen blitzed Division C with Svend Svendsen's svelte *Svendle* (below); Greg Palmer and Jeff Gething smoked Division D with Bill Riley's *Pearl* (that's them on the cover), despite having their cabin hatch being knocked off by a rogue wave; and Jim Fair and Charlie Doggett demolished Division E with Jim's Merit 25 *Chesapeake*. The ULDB class was swept by Express 27s, led by Tom Martin and Mike Hammarstedt on *Peaches*, while the multihulls actually had the closest corrected time finishes: the top three boats — *Sundowner*, *2 UP* and *Otra Vez* — were separated by only 27 seconds!

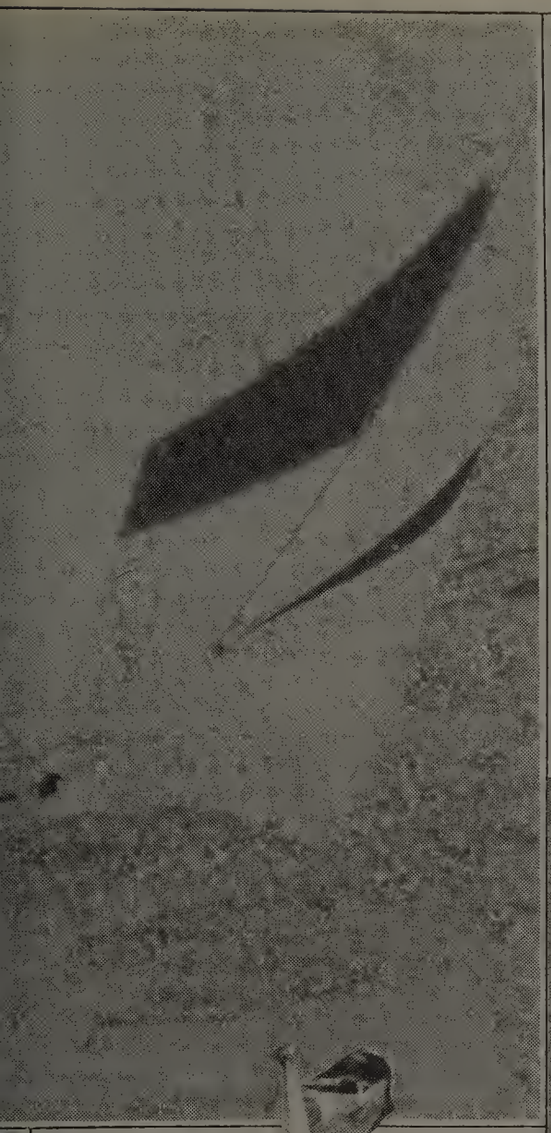
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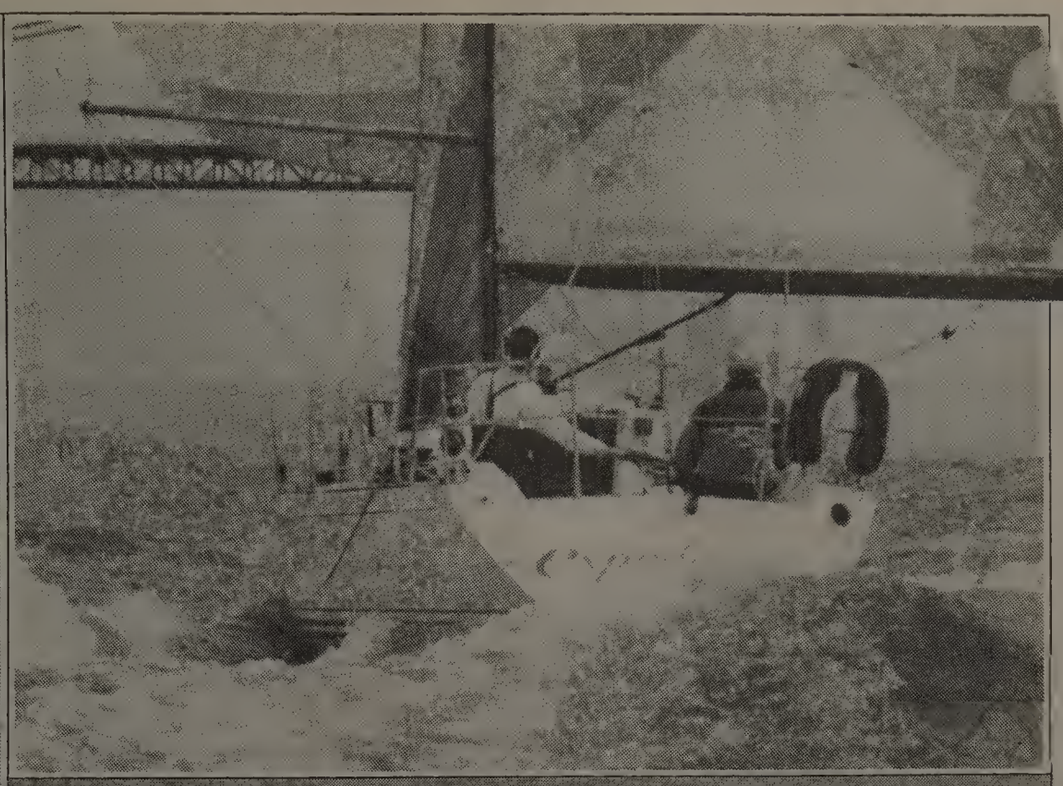




*Scenes from the **Doublehanded Lightship Race**, clockwise from left: the Express 27 **Moonlight** slides into home; the invisible J/24 **Roadhouse Blues** having a swell time; **Expeditious**, an Express 34, living up to her name; Paul Mazza (center) and Tony English (right) present a check to UCP's Charles Mead; the race committee 'boat'; and **Mirage**, an Express 27, performs a bellyflop.*







DOUBLEHANDED LIGHTSHIP RACE RESULTS

MULTIHULLS — 1) **Sundowner**, Buccaneer 33' tri, Joe Therriault; 2) **2 Up**, Crowther cat, Ray Walker; 3) **Otra Vez**, Piver 32, David Custodio. (6 boats)

ULDB — 1) **Peaches**, Express 27, Tom Martin; 2) **Moonlight**, Express 27, Carl Schumacher; 3) **Summer Palace**, Express 27, Ken Moore; 4) **Cookie Jar**, Moore 24, Irving Rubin; 5) **Legs**, Moore 24, Les Robertson; 6) **Moonshine**, Dogpatch 26, Steve Jones; 7) **Desperado**, Express 27, Mike Bruzzone; 8) **McDuck**, Olson 29, Peter MacLaird; 9) **Hotlicks**, Hobie 33, John Walker; 10) **Zephyros**, Olson 30, Dave Oliver. (30 boats)

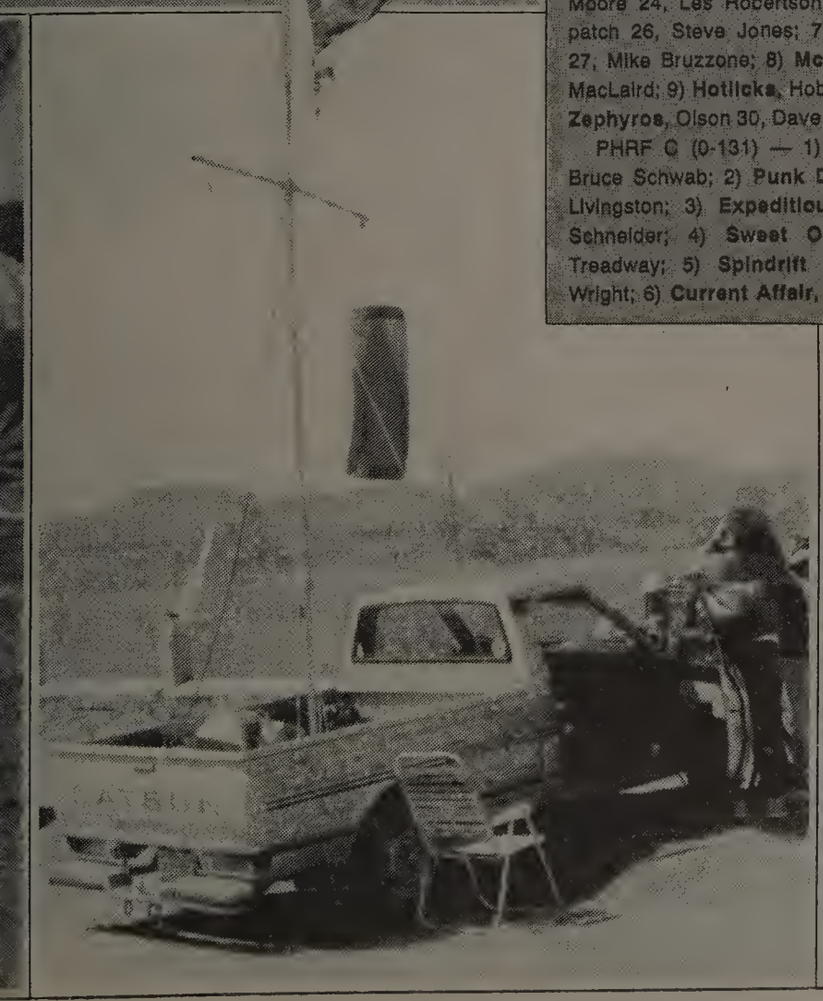
PHRF C (0-131) — 1) **Svendie**, Carrera 38, Bruce Schwab; 2) **Punk Dolphin**, Wylie 39, Jon Livingston; 3) **Expeditious**, Express 34, Bartz Schneider; 4) **Sweet Okole**, Farr 36, Dean Treadway; 5) **Spindrift V**, Express 37, Larry Wright; 6) **Current Affair**, J/35, Howie Marion; 7) **Blade Runner**, R/P 47, Bill Twist. (22 boats)

PHRF D (132-167) — 1) **Pearl**, Olson 25, Greg Palmer; 2) **Moonshadow**, Wylie 31, Wayne Behrens; 3) **Alert**, Wylie 36, Mike Lingsch; 4) **George**, Olson 25, Craig Douglas; 5) **Synchronicity**, Olson 25, Stefan Mikalowski. (17 boats)

PHRF E (168-197) — 1) **Chesapeake**, Merit 25, Jim Fair; 2) **Roadhouse Blues**, J/24, Brian Boschma; 3) **C-Hawk**, Hawkfarm, Bruce Cibley; 4) **Fat Cat**, Catalina 30, Seth Bailey; 5) **Mariner**, Newport 30-Mk II, Bruce Darby. (14 boats)

PHRF F (198-up) — 1) **Riffraff**, Santana 22, Erik Menzel; 2) **Just Kidding**, Santana 22, Arne Jonsson; 3) **Nebilna**, Cal 28, Hans Carter; 4) **Crazy Jane**, T-bird, Doug Carroll. (12 boats)

OVERALL — 1) **Riffraff**; 2) **Just Kidding**; 3) **Peaches**; 4) **Pearl**; 5) **Chesapeake**; 6) **Moonlight**; 7) **Svendie**; 8) **Summer Palace**; 9) **Cookie Jar**; 10) **Legs**. (104 boats)

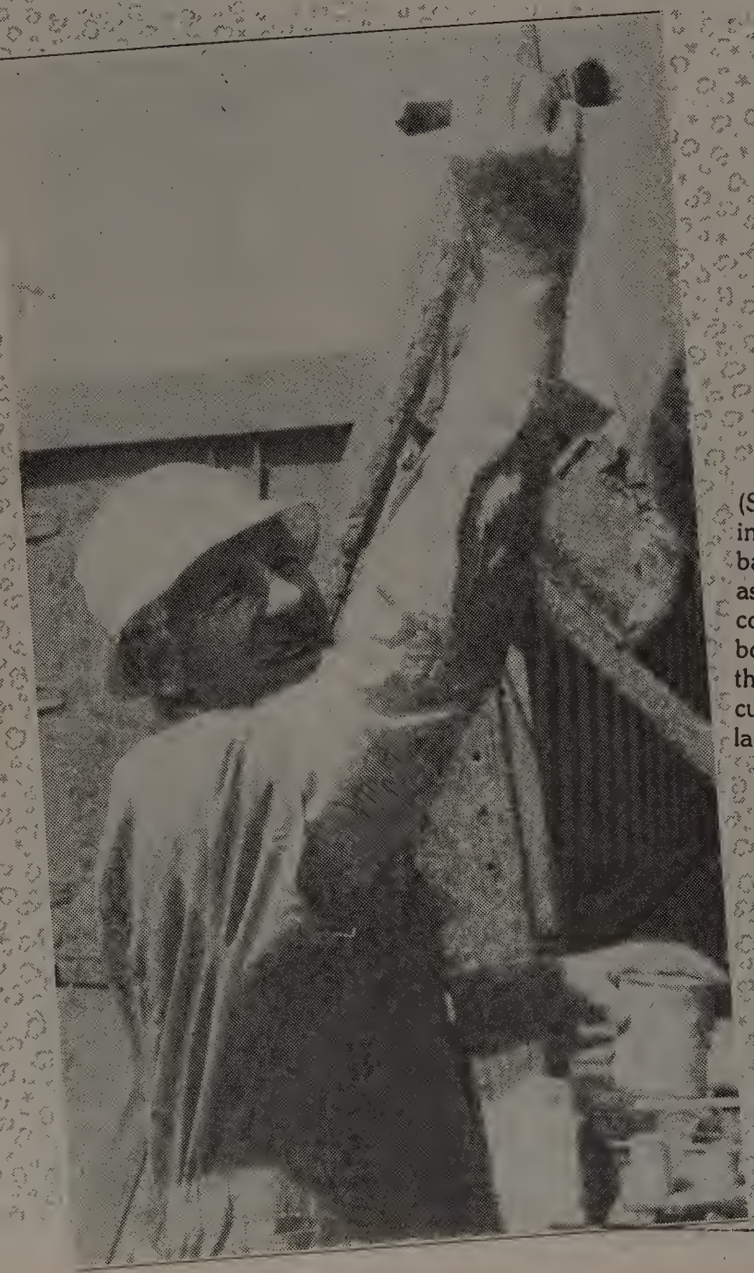




SUNNY DAY

Last issue, when we did 'Rainy Day Boatyard Projects', we threatened to do a sequel when — and if — the sun ever came out again. Idle chit-chat like that is normally forgotten around here, as we're generally too unorganized or busy to follow through on much of anything. But the Big Guy really liked last month's effort, so were sentenced us to another lap around the Bay Area's boatyards. While we would much rather have been sailing that day, the assignment — once we warmed up to it — was actually a lot of fun. The accompanying photos were taken on Sunday afternoon, April 21, and, as usual, there was no method to our 'research'.

Michael James (below), *Lady*, custom wooden 30-footer, Richmond Boat Works: Michael, an English-born high school teacher in Marin and former 470 racer, was touching up the topsides on the 10-year-old Bill Muckle-designed cruiser he bought last September. "She's been out a few weeks now; we're doing a bottom job and removing a bit of dry rot from the transom," he explained. "We're in a hurry to get back in the water though: the seams will start opening up if it gets any warmer." James daysails *Lady* on the Bay, anticipating the day he retires from work and cruises up to Thetis, an island off Victoria, B.C., where he is currently building a house.

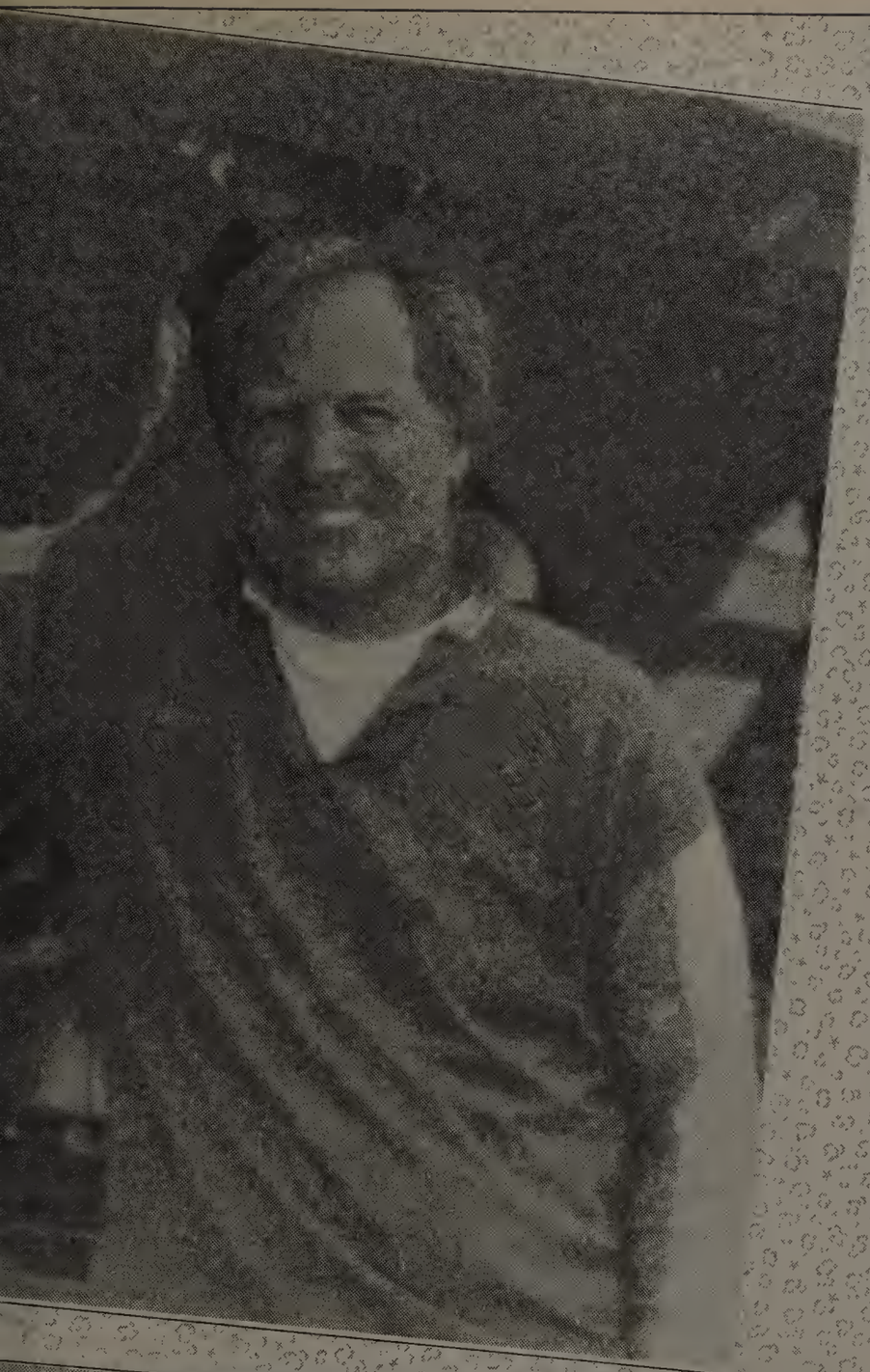


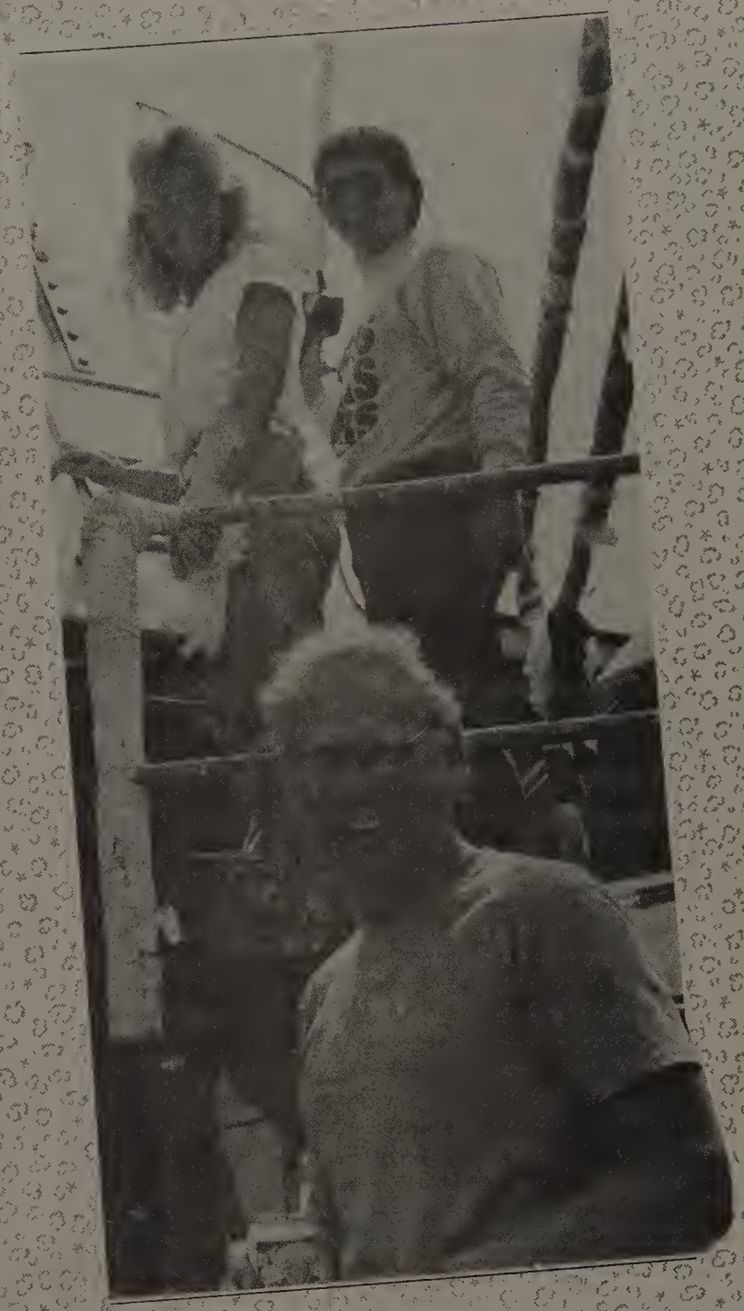


Al Cavey (above), *Nike*, 38-ft Phil Rhodes cutter, Marin County Boatworks (San Rafael): Al and Marin County Boatworks' Peter Lamb were two months into a three-month major refit of *Nike* when we stopped by. When she goes back to her San Francisco Marina slip sometime in May, *Nike* will be as solid as the day she was launched in 1937 in Thomaston, Maine. Among work completed: replacement or sistering of all frames, floors and deadwood; 600 board feet of new Alaskan yellow cedar planking; and all new fasteners, throughhulls and keelbolts — just to name a few. Al has owned the classic cutter for exactly half her 54 years — "Which may be a little *too* long," he laughs. "I may have to go back to work to afford all this!"

Domenico Manzone (far right) and crew, *LassMeSte II*, Catalina 34, San Francisco Boat Works: "We're getting really good at painting bottoms!" claimed Domenico, a urologist from Saratoga who also owns an O'Day 34 based in Marseilles, France, and a ski-boat at Bethel Island. *LassMeSte II* ("don't bother me" in Italian) was out of the water for the weekend as Domenico and (from left) Pascal Royet, Rusty DeHorne, and his kids Yolanda and Lilly (a third daughter, Ughetta, was off at the store) blitzed through their annual spring prep. "I'm getting lots of help," explained Manzone. "I told them, 'no work this weekend, no waterskiing this summer'. Works every time!" The Manzone extended family will sail their Catalina 34 to the Delta this summer, as well as cruise the Mediterranean for two weeks in August on their other sailboat.

BOATYARD PROJECTS

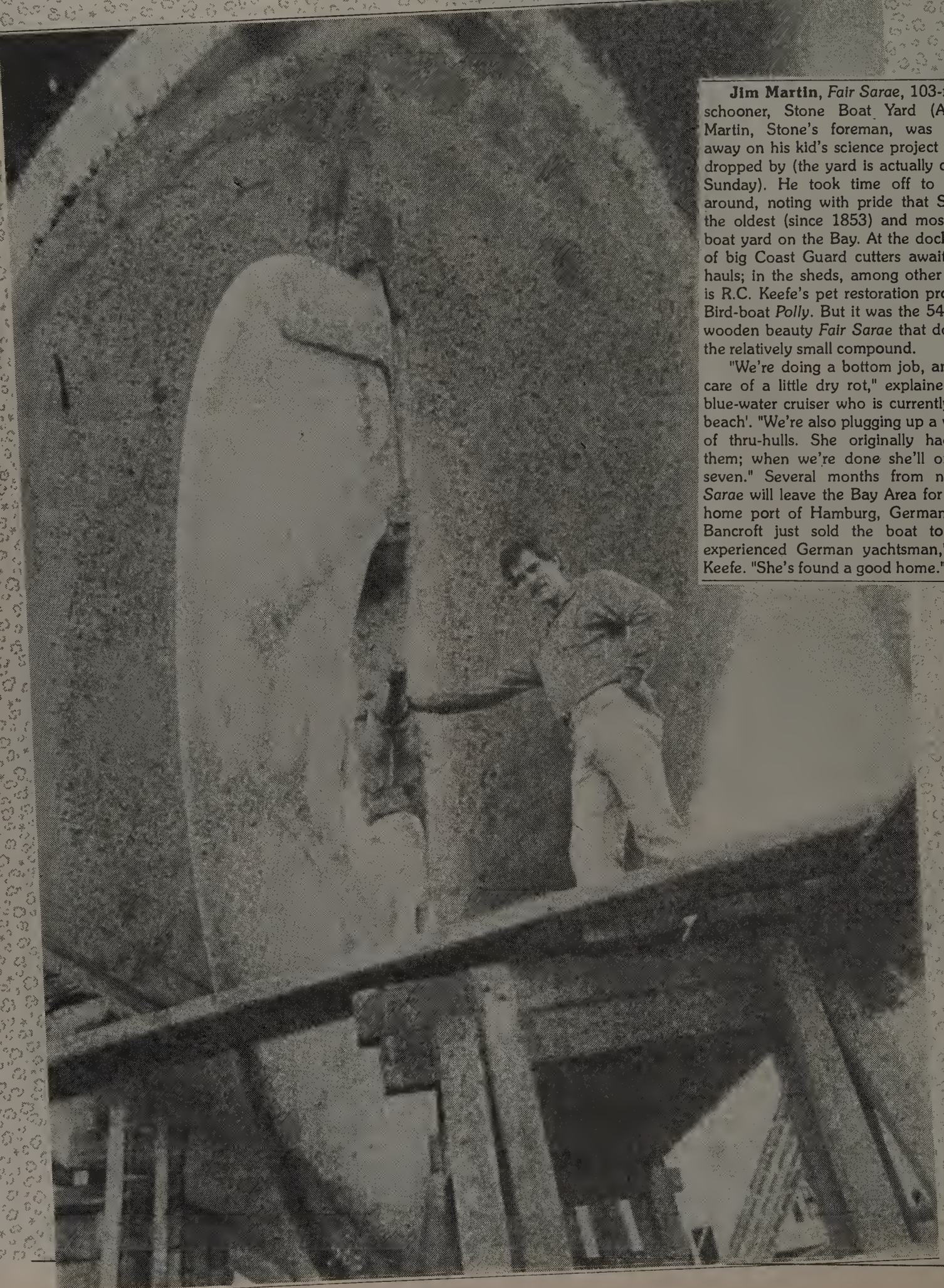






Andy Rothman (foreground above), **Diane Whitt** and **Barry Danielli**, *Glory Days*, Pretorian 35, Svendsen's (Alameda): Andy, a public relations executive from Sausalito who says he's "completely hooked" on racing, and his friends were prepping thier steed for the Vallejo Race. "We're sure to win this year!" claimed Rothman. "No more of this second place stuff! We're mean and lean — this is gonna be our year!" Barry (former owner of the Olson 30 *Impulse*; current owner of the J/35 *Fever*; and *Glory Days* Catalina Race crew) continued, "I had piranhas for dinner last night! I've been lifting weights all winter! We're going to kill everybody!" Diane, in background, "Yeaaaaa, team!" Glory days, indeed!

SUNNY DAY BOATYARD PROJECTS



Jim Martin, *Fair Sarae*, 103-ft staysail schooner, Stone Boat Yard (Alameda): Martin, Stone's foreman, was puttering away on his kid's science project when we dropped by (the yard is actually closed on Sunday). He took time off to show us around, noting with pride that Stone's is the oldest (since 1853) and most historic boat yard on the Bay. At the docks, a pair of big Coast Guard cutters awaited overhauls; in the sheds, among other projects, is R.C. Keefe's pet restoration project, the Bird-boat *Polly*. But it was the 54-year-old wooden beauty *Fair Sarae* that dominated the relatively small compound.

"We're doing a bottom job, and taking care of a little dry rot," explained Jim, a blue-water cruiser who is currently 'on the beach'. "We're also plugging up a whole lot of thru-hulls. She originally had 35 of them; when we're done she'll only have seven." Several months from now, *Fair Sarae* will leave the Bay Area for her new home port of Hamburg, Germany. "Lucy Bancroft just sold the boat to a very experienced German yachtsman," reports Keefe. "She's found a good home."

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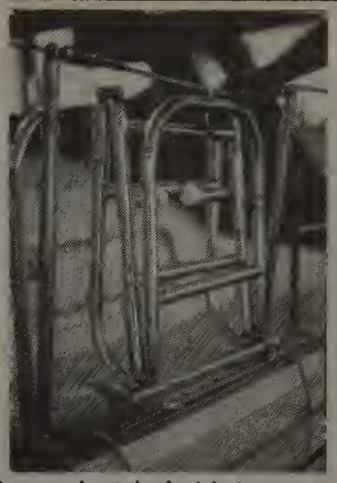
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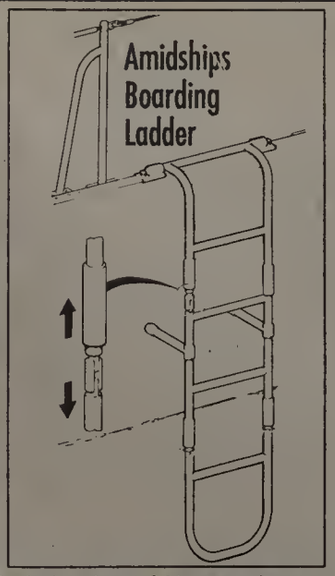
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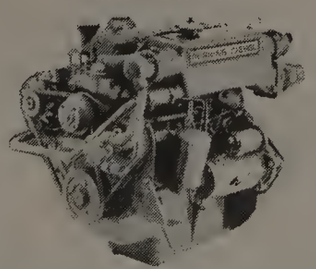
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VENTURING TOWARD

It's not nice to second guess the Creator, but it seems that He muffed on a couple of things. Innocent victims, for example. Innocents shouldn't be victimized. Then there's His geography. If He'd located the Lesser Antilles — that 600-mile crescent of tradewind-caressed tropical islands between Puerto Rico and Grenada — where they belong, which is just south of San Diego, there would be no need for heaven. We'd have it right here on the Pacific Rim.

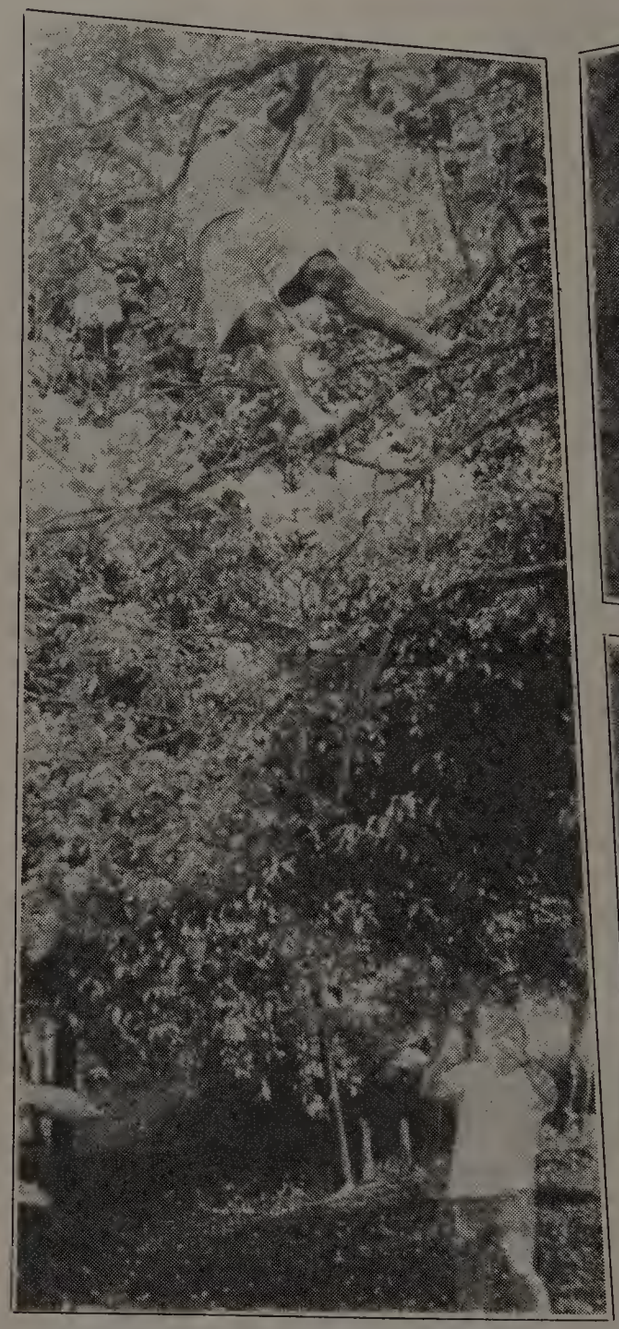
Mexico is great for cruising, but the W. Wanderer cautions sailors not to sell the Caribbean short. The attractions are numerous: Ever-reliable trades. Tidy Bowl blue 80° degree water. Hundreds of beaches that are ten times better than the best in California. Line-of-sight navigation all the way from Puerto Rico to South America. A different culture at each successive island. *Petit juene filles* from Paris who bounce around without their tops. Or bottoms. Superb diving. Rum. Colorful currencies. And not necessarily in that order.

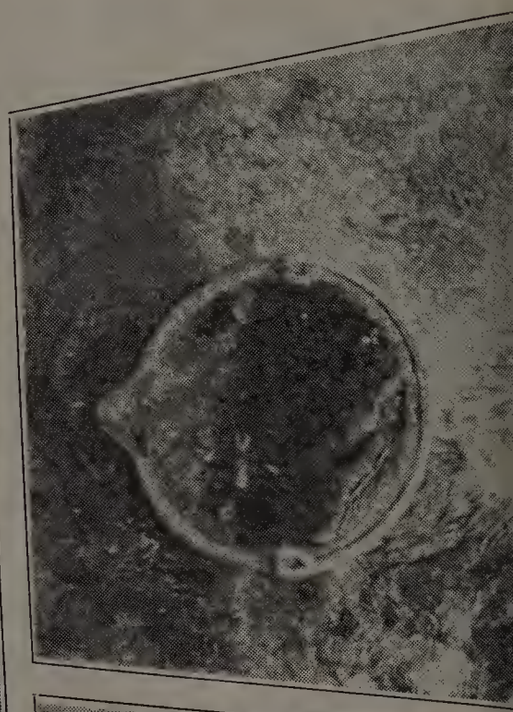
Unfortunately, the Lesser Antilles also has hurricanes, which is why the W. Wanderer and pals were delivering *Big O* from Antigua down to Venezuela for the summer.

What rough duty! Five-hundred tradewind miles of close and broad reaching divided into easy day-hopping segments: 40 miles from Antigua to Guadeloupe, 27 more miles to Dominica, 25 more to Martinique, 17 more to St. Lucia, 70 more to Bequia, 60 more to Grenada.

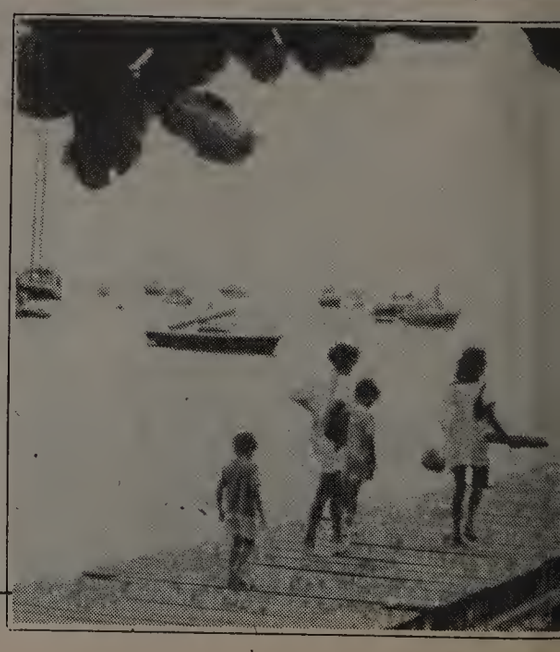
There's much to be said for 20-day offshore passages, but setting the hook at a different tropical island each night in time for sunset cocktails, a hot shower, and a fine dinner with friends has its place, too. Like smack dab in the center of the W. Wanderer's heart.

A compatible crew is as crucial to a good delivery as watertight thru-hulls, and it was here that the Wanderer had great luck. Mike Rose, a vibrant 26-year vet of the Royal Navy, whose diet consists exclusively of fatty meats and rum tots, is as capable a captain as there is in the Caribbean. Slow-moving Ann, his quiet, vegetarian lady from New England, was his perfect foil. Joining the boat from Sausalito was Rosemary Seal, who shamelessly lied about her age. She said to was 61 to get on the boat, but later confessed to being over 70! But Rosemary once again taught the Wanderer that age means little when it comes to being good crew. She stood her watches, drove well, had a good sense of humor and was always eager to lend a hand. Which is more than could be said for the lovely but temperamental Wanderette, a charming woman bedeviled by periodic fits of irrational Irish petulance directed at the Wanderer. Finally there was the Wanderer himself, perfect in all respects. Modest, too.

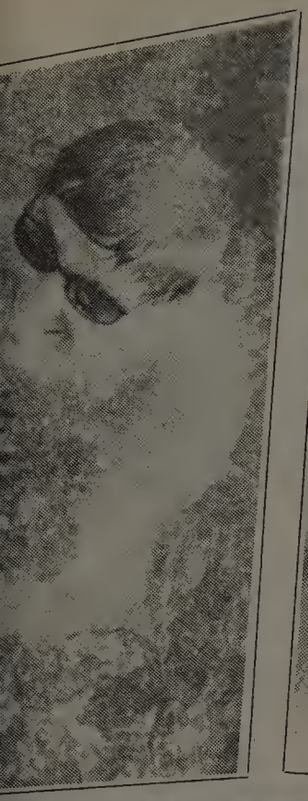


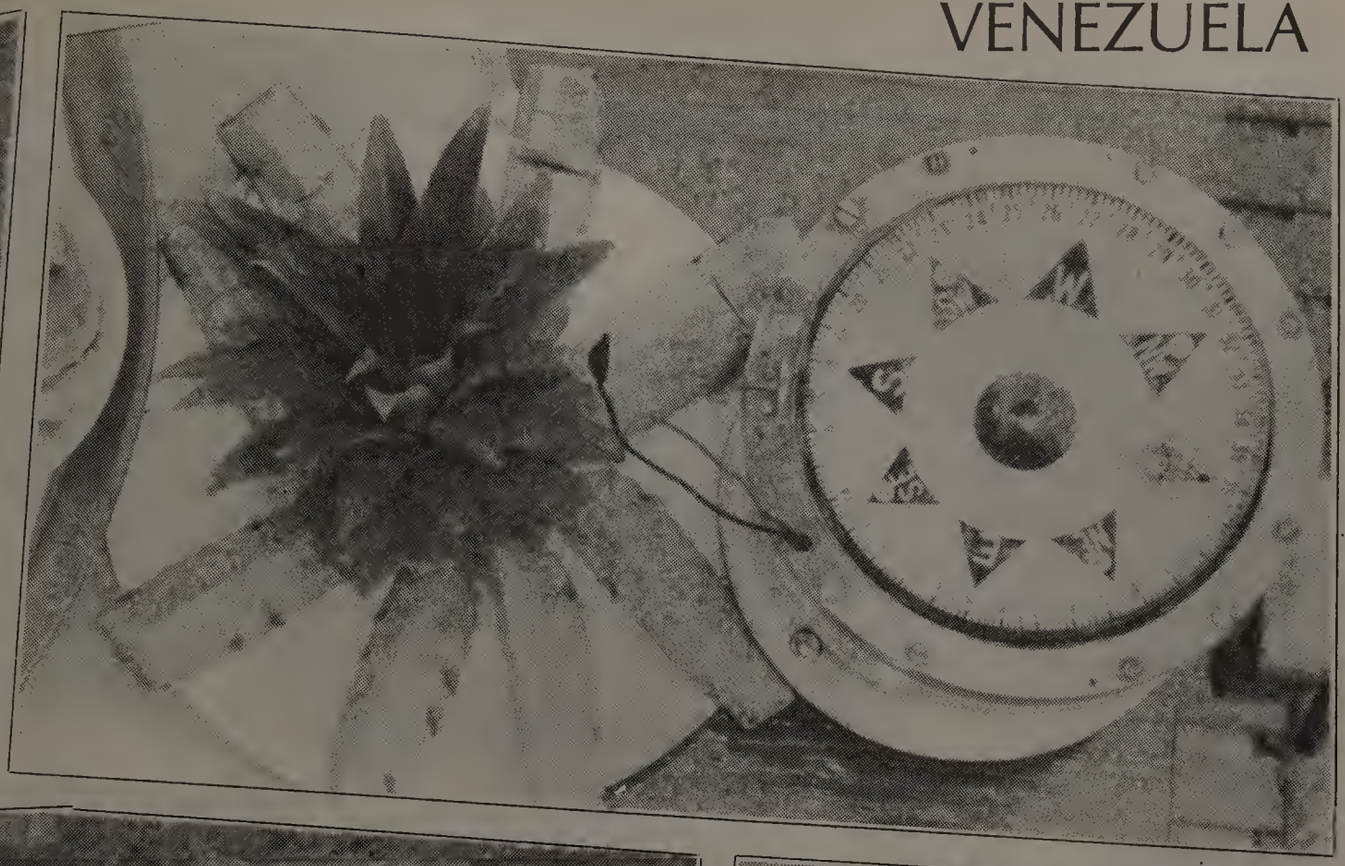




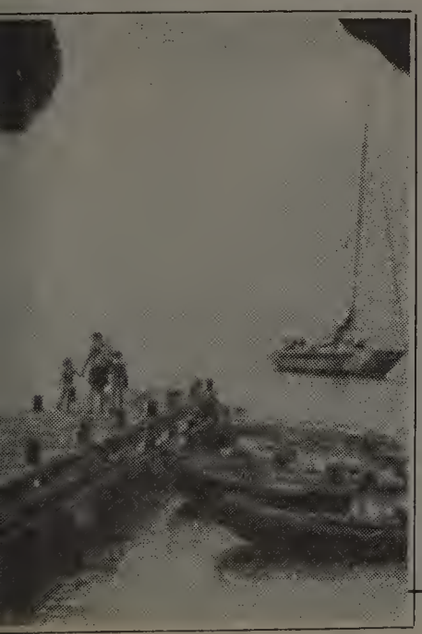


Despite the 150 or so years of sailing experience among the esteemed crew, it was decided to fly in the face of all superstition by starting the voyage on Friday. Good Friday, to boot! Captain Rose explained that we were nice people, that it wasn't *that* long a voyage, and thus there would be no problem.



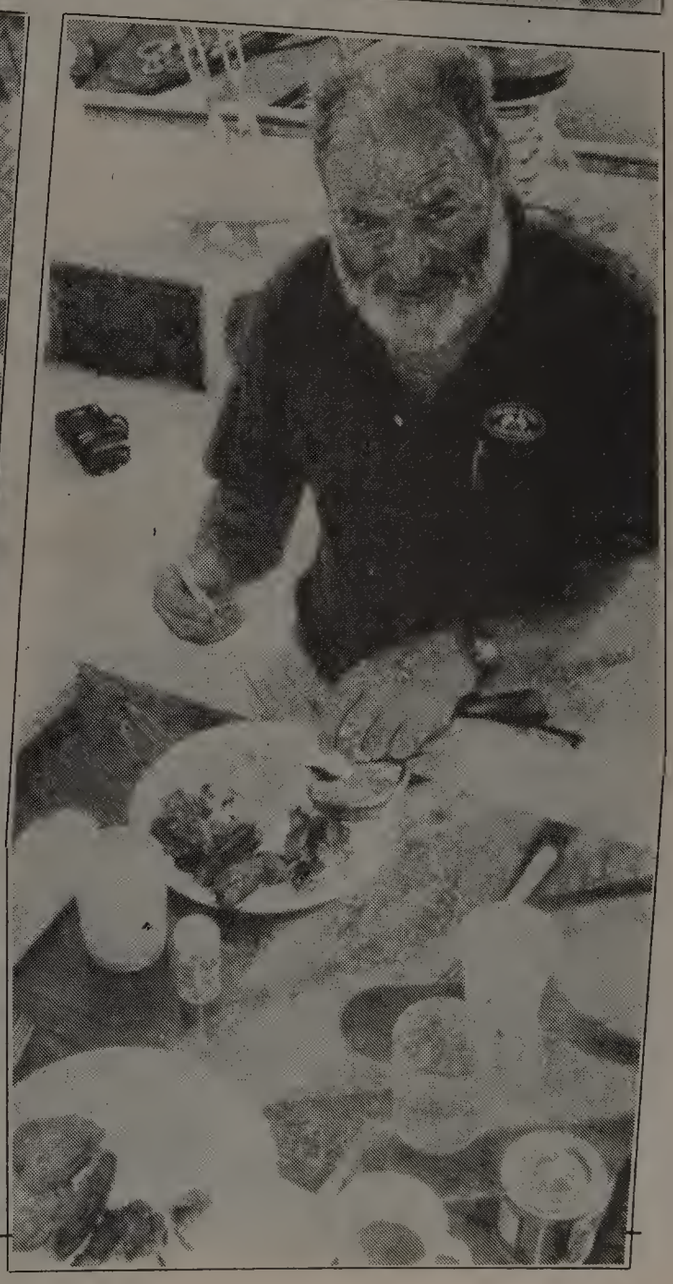






Photos, clockwise from lower left:

1. Lovely Grand Anse d'Arlet, a quiet fishing village on Martinique.
2. Our Grenadian tour guide picks grapefruit from the end of a shaky branch.
3. Jumping in after dropped buckets is a pleasure rather than a pain in warm Caribbean waters.
4. The compass says head south for delicious pineapples.
5. Captain Mike cholesterol loads with eggs, sausage, bacon and buttered toast.
6. The Wanderette, buying a woven basket on Dominica from one of the few remaining members of the Carib tribe.
7. Pumpkin soup, a Caribbean favorite, being prepared while sailing past Fort de France.

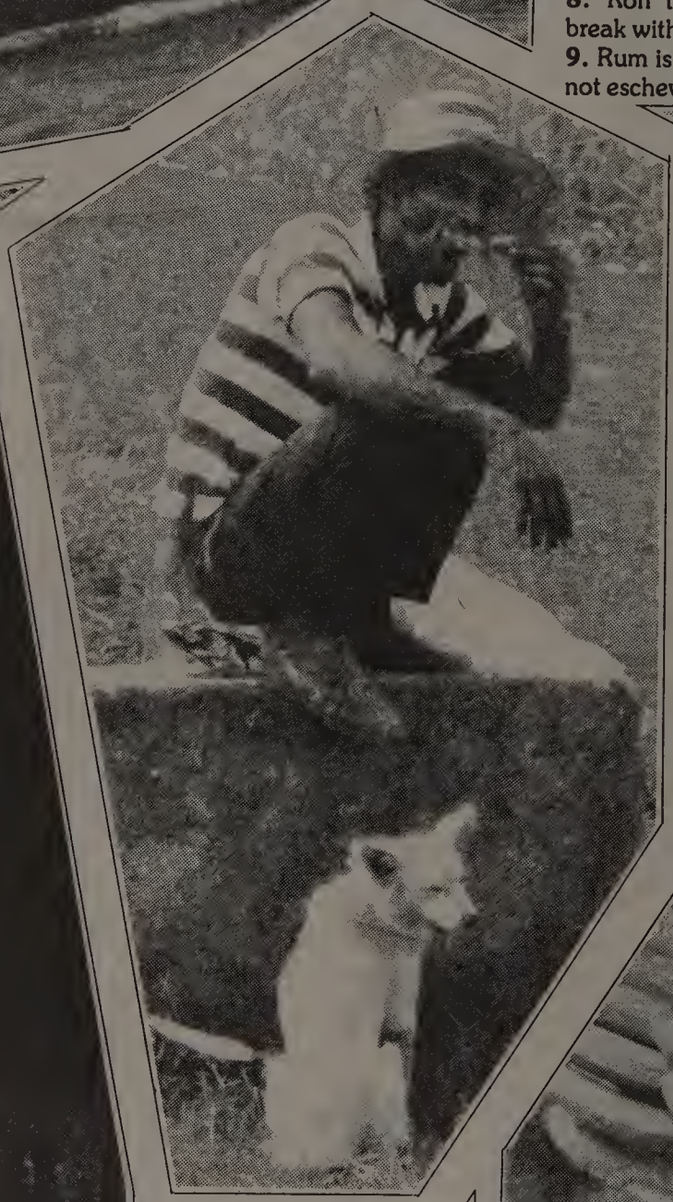


VENTURING TOWARD

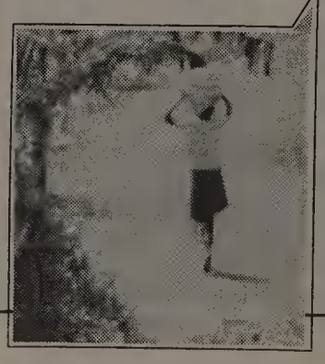


Photos, clockwise from upper right:
1. Most cargo ships fuel up at the dock; this guy pulled up to the Texaco pump.
2. Puerto Cruz, Venezuela. Without the highrises, it would look much like La Paz.
3. While the gals shop, Capt. Mike pays a visit to one of the hundreds of rum houses.
4. The Wanderette. Bananas are her life.
5. A Grenadian lady uses her head.
6. Down Island is home to numerous terrific waterfalls.
7. Brisk winds are found in the channels between islands.
8. Ron the tour guide enjoying a lunch break with a canine buddy.
9. Rum is popular Down Island, but wine is not eschewed.



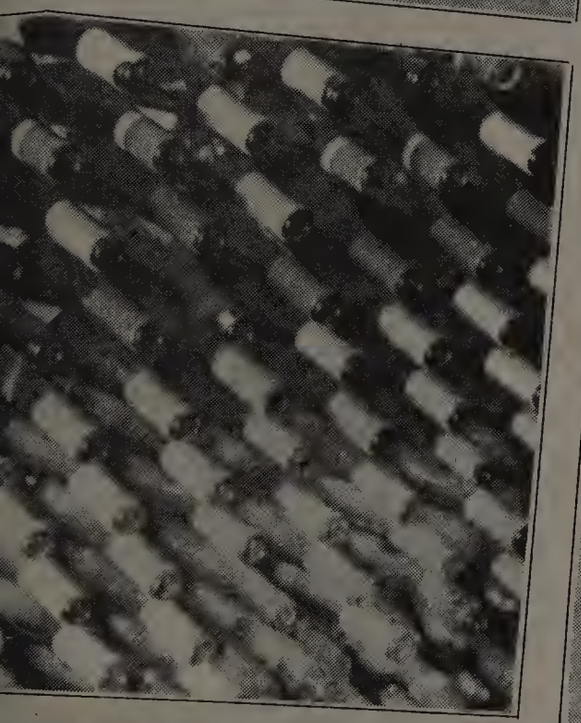






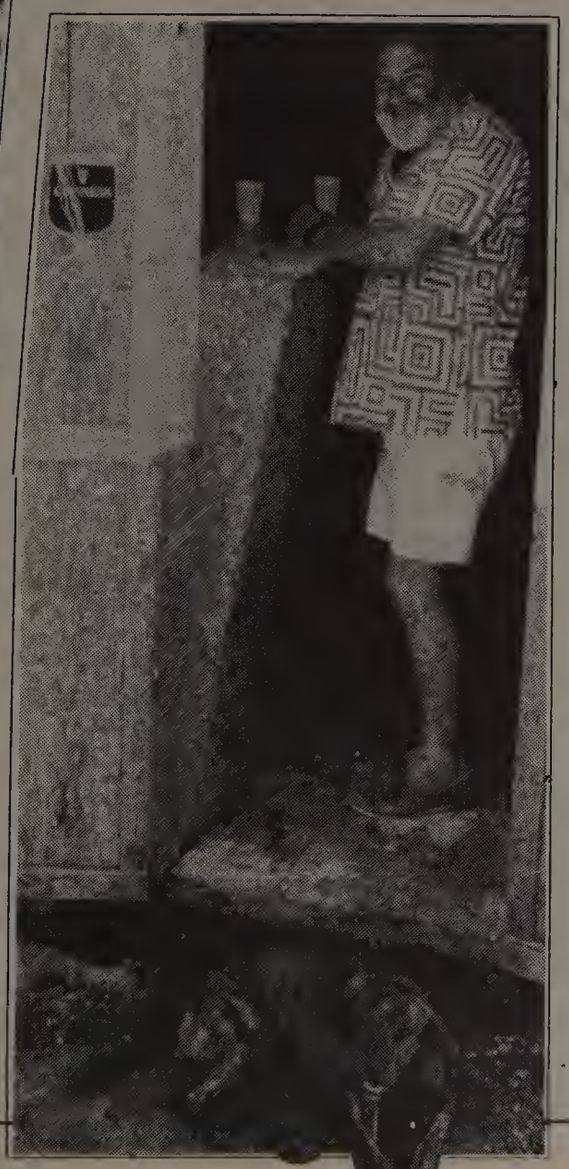












Sure. The Wanderer supposes it was just coincidence that the windlass switch picked that very moment to fry itself, interrupting the voyage before it had even begun. Captain Rose took the set-back — and a couple of tots of rum — in stride, before jury-rigging a hand switch.

This was the second time in two days the Wanderer had cause to feel anxious about the Brits onboard. The previous day the Venezuelan embassy had charged the U.S. citizens $2.50 for their Venezuelan visas, and Brits $10 for the very same document! The Wanderer always suspected that Yanks more valuable than Brits, but four times more? Capt. Rose and the Wanderette sought solace in their rum. Always sensitive to the feelings of others, the Wanderer joined them in a glass or two.

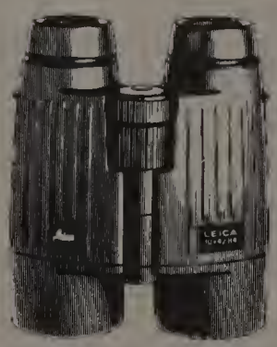
The Wanderer would tell you all about the delivery trip to Venezuela, but it would be cruel. It was that sweet. No matter if the *O* was clicking off 11 knots rounding Guadeloupe's Des Haies, if Rosemary was close reaching in flat seas toward Martinique's volcanic Mt. Pelee, if the smell of the Wanderette's pumpkin soup was wafting up from the galley, if everyone was sharing an Easter morning Mason jar rum in the seafarer's union hall, if Ann was leaping from Grenadian waterfalls, or all were watching the sun's green flash off Martinique; it was the nectar of life.

Come to think of it, the Creator muffed it in another area. Life's pleasures — like life itself — are fleeting. And so it was that almost before anybody knew it, the *O* was lifted from the water for a summer siesta, and the great gig was history.

— latitude 38

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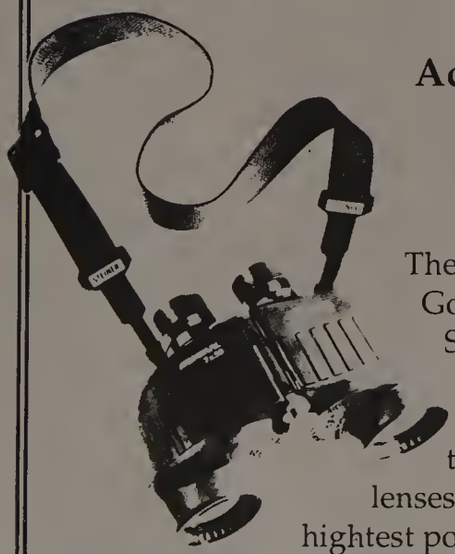
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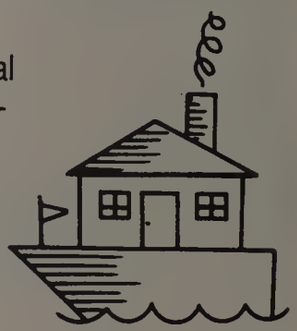
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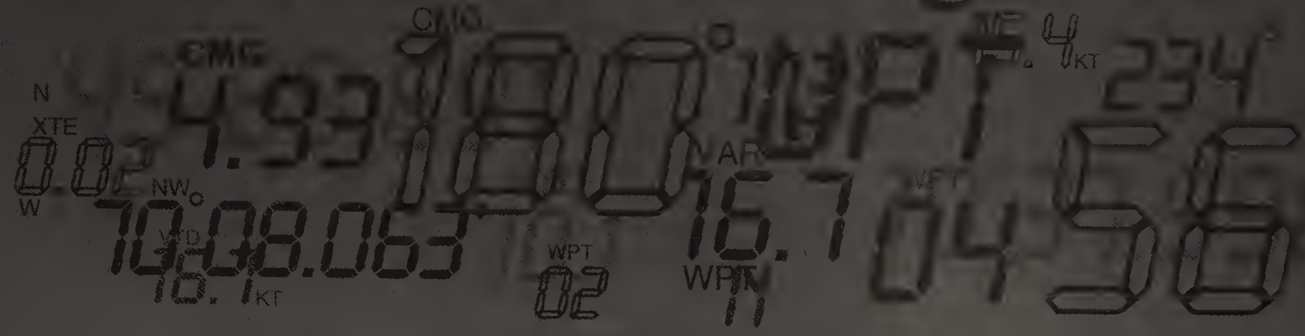
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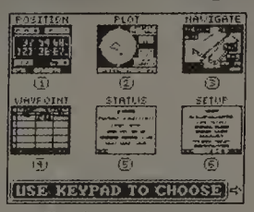


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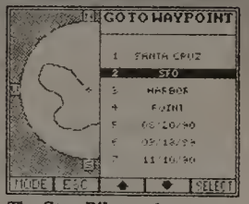
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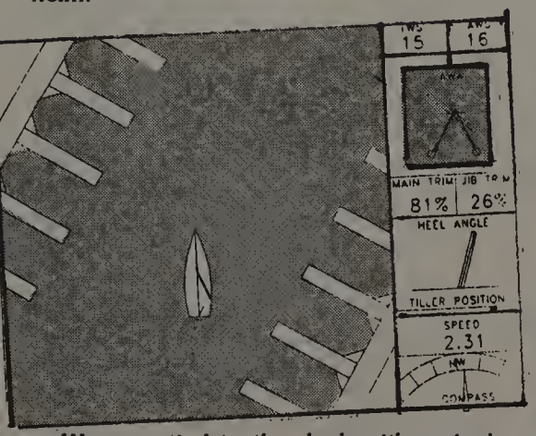
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MAX EBB:

"Ready to cast off?"

"Anytime, Lee," I answered as I took the helm.



We were tied to the dock with a single bow line, both sails up and luffing with the boat pointing straight into the 15 knot breeze.

"Bow line's clear, Max!"

We began to drift backwards, slowly widening the distance between the bow and the dock. I put the tiller over to port, and as we gathered sternway the bow gradually began to swing away from the wind.

"Back the jib to starboard," I ordered, noting the proximity of the next dock to leeward, which we would hit if we didn't fall away on starboard tack soon enough.

"Roger that, jib backed to starboard."

Now the bow fell away rapidly, so I called for the jib to be released and then trimmed to course on the port side. This checked our sternway, and we quickly gained forward speed. I trimmed in the main, and we heeled over in the moderate breeze.

"Let's try a few quick luffs to get the feel of this beast," I said, and proceeded to steer up into the wind just enough to let the heel angle come to almost zero. Then I fell off again to power up.

"Not bad," I remarked, "It responds well."

"See that sailboard up ahead?" warned Lee.

Sure enough, there was a windsurfer a few lengths dead ahead, aimed right at us and closing fast.

"I'll go below him," I shouted and put the helm up to fall off a few degrees. But our angle of heel increased alarmingly, and the course barely changed. I fumbled for the mainsheet, but before I could ease it out the sailboard was right on top of us.

I hailed, "Starboard!"

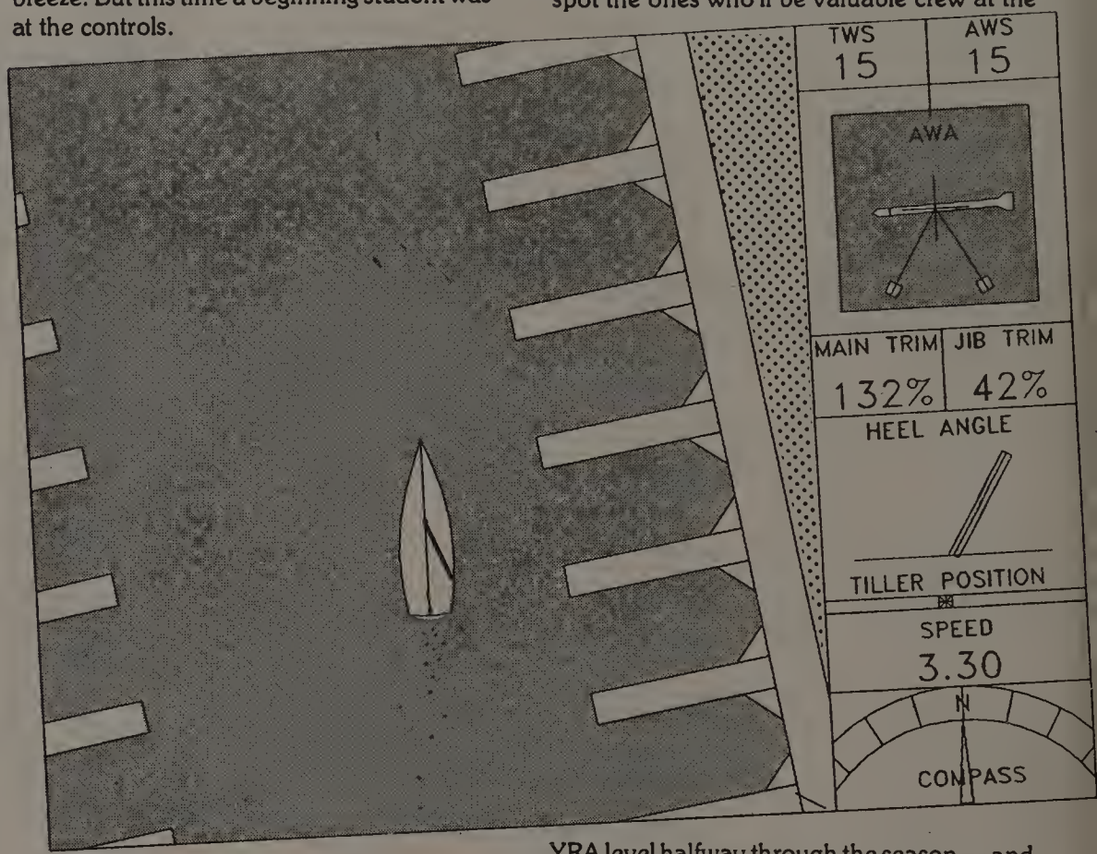
"Sheet out!" yelled Lee.

I put the helm up hard, but no good. The rudder just stalled out and, with the main sheet still pinned in hard, there was no response to the helm. We plowed straight into the sailboard, bow to bow.

The screen went blank.

"Max, the UP arrow key lets the mainsheet out, and the DOWN arrow key pulls it in!" scolded Lee. "You just killed that windsurfer. Now get up and let someone else have a turn."

The display flashed on again, and once more the boat was tied to the dock, bow into the wind, both sails luffing in a 15 knot breeze. But this time a beginning student was at the controls.



"That's a great program," I allowed. "Handles just like a real boat!"

"It's the best instructor in the sailing club," claimed Lee, putting her hand on the monitor.

"How long do I have to wait for another turn?"

The small shack that served as clubhouse, office, meeting room, and maintenance shed for the university sailing club was full of sailors of all descriptions. Less than half looked like they could be students — a few had to be high school age, and the rest were certainly too old to be undergraduates.

"Big wait today I'm afraid," said Lee. "Saturday morning, and like, not enough instructors. I mean, we have to give the members waiting for their lessons priority on the simulator."

I had walked over to the sailing club scouting for crew. It's almost a pre-season ritual. I set aside some weekend days for easy daysailing, pick up a boatload of beginners from the sailing club, and find out which ones seem to have the enthusiasm and the aptitude to be racing crew. Of course, you can't really tell from just one sail, so I use the next few Friday night races to filter out the ones with the steep learning curves. Even when they have close to zero sailing experience, it's amazing how easy it is to spot the ones who'll be valuable crew at the YRA level halfway through the season — and top-rated crew material in a couple of years.

This is a trick my competitors haven't learned yet — the ones who are always complaining, 'I can't get good crew'. I certainly don't intend to tip them off.

I was not the least bit surprised to discover that Lee Helm, a naval architecture graduate student, was in charge of some part of the sailing club's operation. She had just set up her new sailing simulator on the club's accounting computer, and was directing its use as a supplement to primary on-the-water instruction.

The crowd waiting around the clubhouse that morning looked like it had potential.

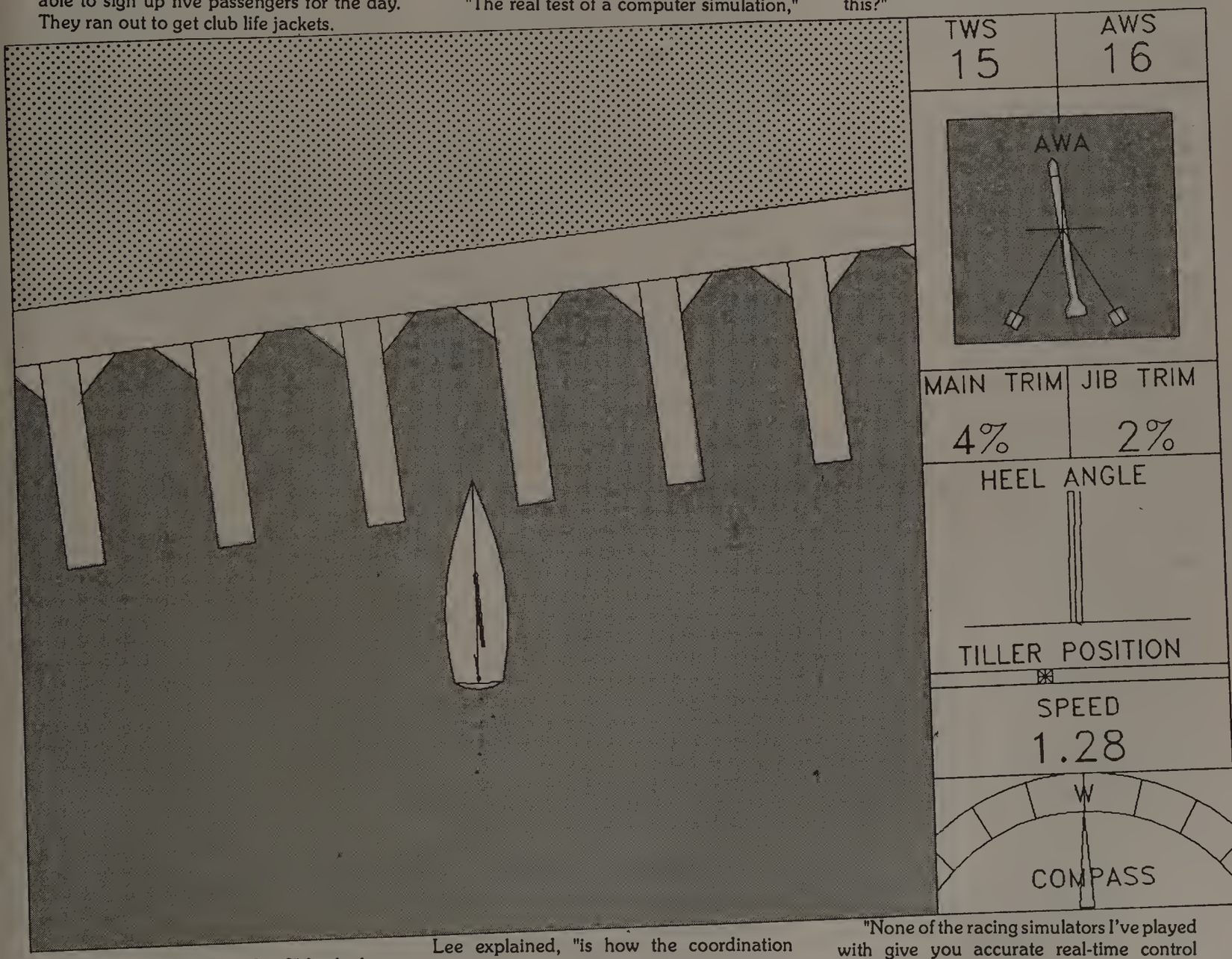
"Who wants to go out on a big boat?" I announced. "I'm looking for some crew for the Friday night race next week, but anyone who wants to come out today just for a daysail and big-boat lesson is invited." A few of the sailing club members looked inter-

SAILING IN CYBERSPACE

ested, but seemed a little skeptical. Lee smoothed it over nicely.

"It's a good boat," she explained. "I used to race on it all the time. And he gives great lunch."

This seemed to give my invitation some legitimacy, and there followed the usual discussion about appropriate clothing (I make sure they all have foulies, or that I have enough spares), life jackets (I insist that total strangers wear them at all times in anything but a flat calm), and our estimated time of return (have you ever been in the middle of the Bay when a guest says 'Oh, by the way, I have to be home by six'?). I was able to sign up five passengers for the day. They ran out to get club life jackets.



"You coming along too, Lee?" I asked as we started to assemble the group for the walk to the other side of the marina where my boat is berthed.

"I was going to give a sailing lesson this morning, Max. But since you've just shanghaied all my students, sure, I'm on."

"Tell me more about that computer program," I said when all seven of us were finally walking in the right direction across the parking lot.

"You saw the best part," Lee answered. "It's designed to teach the coordination skills of sailing — the stuff that all the other simulators I've played with seem to miss."

"What do you mean? I thought there were some pretty good racing simulators on the market."

"The real test of a computer simulation," Lee explained, "is how the coordination required to drive the simulator compares with the coordination required to do the real thing. An experienced sailor should have no problem sitting down in front of the simulator and operating it skillfully, like you just did."

"Except for that poor windsurfer I ran over."

"That was just unfamiliarity with the interface. You knew you had to ease the main. The other test is when an experienced simulator user gets into the real vehicle. They should feel like they already know how the vehicle will behave."

"Like when Neil Armstrong was landing on the moon," remarked one of the older members of my pick-up crew. "Remember when he said 'just like the simulator'?"

"Right! That's what new sailors should say when they take the tiller of a boat for the first time."

"And the commercial programs don't do this?"

"None of the racing simulators I've played with give you accurate real-time control response, at least not the way this one does. They let you trim sails and key in course changes, for sure — but that's not the same

as learning how to steer a boat. It's like, everything you do in the racing simulators involves an intellectual process. That's okay, but you can also learn that part of sailing from a book. The whole point of a simulator is to develop the neurological pathways that allow control information to flow from the screen to the eyes and to the hand, without ever involving the left hemisphere of the brain."

"In other words, to develop reflexes," said one of my new passengers.

"That's exactly what I need," said another one of my pick-up crew. "I'm embarrassed to say how many lessons I've had, and you know, I still get confused sometimes just trying to figure out which way to move the tiller during some of those maneuvers."

(I made a mental note to the effect that this guy was probably not going to become one of my regular crew. But I'd wait and see.)

"That's the problem," I said, basically agreeing with Lee's point. "You shouldn't have to think about it. When you want the boat to turn in a particular direction, your hand should move the tiller the right amount in the right direction. Your brain shouldn't be involved."

"Exactly," said Lee. "The flight simulators have been providing this kind of training for years and years. And the problem of simulating a sailboat in real time is much simpler than simulating an airplane. Things happen a lot slower."

"So why don't we have any commercial sailing simulators that are as good as the flight simulators?" I asked.

"Niche market, I guess," said a crew prospect. "And the visuals will never be as exciting."

"That's right, Lee. What about the visuals? Does your program have an overall perspective view of the boat? Or an over-the-deck view that looks a little more realistic than that top-down view on the screen?"

"Everybody asks that at first," she explained, "but remember this is a simulator. When you're sailing a boat, you can't see your own boat from a distance. It might be fun, but it doesn't contribute to the instructional value."

"What about over-the-deck?"

"That's like, a little harder to justify. But the main reason we didn't try to simulate that view is that the field of view in a computer monitor is just too narrow. The straight-ahead view works for flight simulators because the airplane has a pilot's seat and a front window. But a boat is sailed from out on one side looking sideways, forward, up, and back. And I think what people do with their brains during a tight maneuvering situation is to construct a radar view inside their head anyway."

"It feels realistic enough," I noted. "Even though the boat is really stationary in the middle of the screen, and the docks move around it."

"That's why we call it 'radar view'. Most of the other sailing programs make the mistake of fixing the scenery, and moving the boat around. That's unnecessarily complex, and not as natural."

"That's more complex?" I questioned.

"Sure is," said one of the passengers. "Ever try to control a radio-controlled model airplane that's flying directly towards you?"

"Total disorientation," Lee agreed. "In real life, the sailors move with the boat as it turns, so the boat should be the fixed reference frame. The world appears to move and turn around you. So radar view ends up being much more natural."

"And it's also easier to program," added another one of my pick-ups. "Made it much easier to show the sail positions changing as the boat heels and as the sails are trimmed in and out."

"Mandatory stop at the head!" I announced as we walked up to one of the marina bathrooms. "We'll be out for three hours, and the head on the boat is not nearly as easy to use as the one you have at home." I unlocked the door to the women's side, and then opened the door to the men's side of the bathroom.

"Did you have something to do with this simulator also?" I asked the crew who had made the last comment about programming.

"I did most of the graphics programming," he replied. "Lee came up with the algorithms, and naturally she insisted that we do the interface her way. I did the programming that makes the scenery pan smoothly, and the zooms."

"I'm impressed. Have you sailed much?"

"Naw, not very much. Just a little bit when I was an undergrad."

"What part of the world?"

"Back East."

"What kind of boats?"

"Nothing too exciting. You know, J's, Solings, Five-O's.

"Any racing?"

"Hardly any. A couple of ocean races, maybe a little intercollegiate."

"Any foredeck experience on big boats?"

"Just a little."

Time for another mental note. This guy had been around the block a few times, and was so modest I had to pry it out of him. A rare and valuable combination these days.

A few minutes later we were all on my boat. I had the rank beginners take the sail cover and winch hats off, while the experienced racer was sent below to find the old dacron number three (and I made a point of letting it slip out, for his benefit, that there were some new kevlar jibs in my garage). When the sail cover was stowed Lee called the two novices over to look at the mainsheet cleat.

"So far," she explained, "all you've done is hit the DOWN arrow or pull back on the stick for sheet in, and the UP arrow or forward stick for sheet out. I want you to play with this cleat for a few minutes, so you understand how it locks and how it releases."

Her students complied, and Lee went forward to help her programmer friend hook up the jib.

"Those two women just joined the sailing club last weekend," Lee whispered to me as she walked by. "I gave them both copies of the program to practice with at home. One of them says she's never even been on a sailboat before!"

"Should be interesting," I thought, fearing the worst.

The wind was right to sail out of the slip, so we raised the sails and I got on the dock while Lee took the helm. The dock lines were let go, and I walked the boat downwind until the pulpit was almost at the end of the finger.

"Let's have a little backwind to port," I requested, and gave the bow a shove to starboard as I climbed on.

The bow fell away as planned onto port tack, the jib was let down to the starboard side and sheeted in, and the boat went reaching off between the rows of slips to the main channel, heeling under the pressure of building seabreeze.

I stayed on the foredeck for a while to check out the old jib, adjusting halyard tension a little and then moving the leads a notch forward when we started to tack to windward. There was some traffic in the narrow channel, but no problem, Lee could handle it. But when I looked back I was horrified to see the rank beginner, the woman who had never been in a sailboat before, at the helm. And steering my boat up the marina channel with other boats coming from both directions...

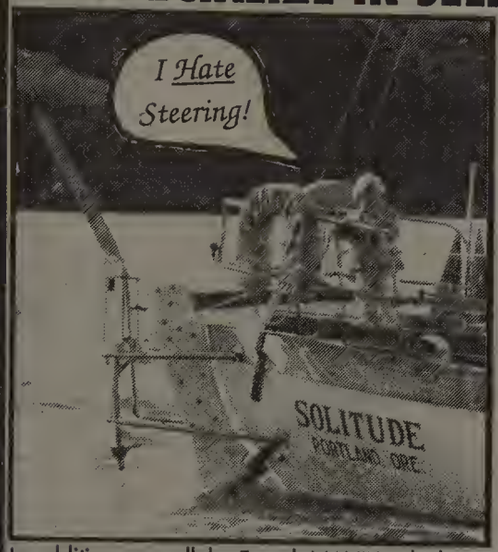
She caught my eye, and must have read my mind.

"Hey, it's just like the simulator!" she said.

— max ebb

(Ed. note — Lee's sailing simulator is, as of this writing, still vaporware. It will be available Real Soon Now, she promises.)

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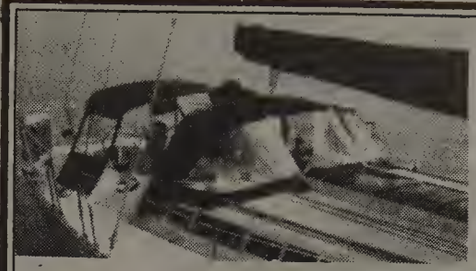
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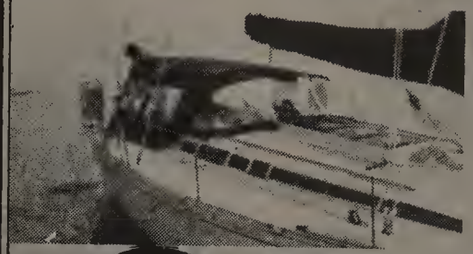
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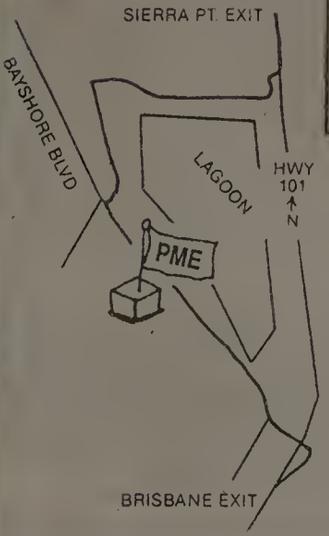
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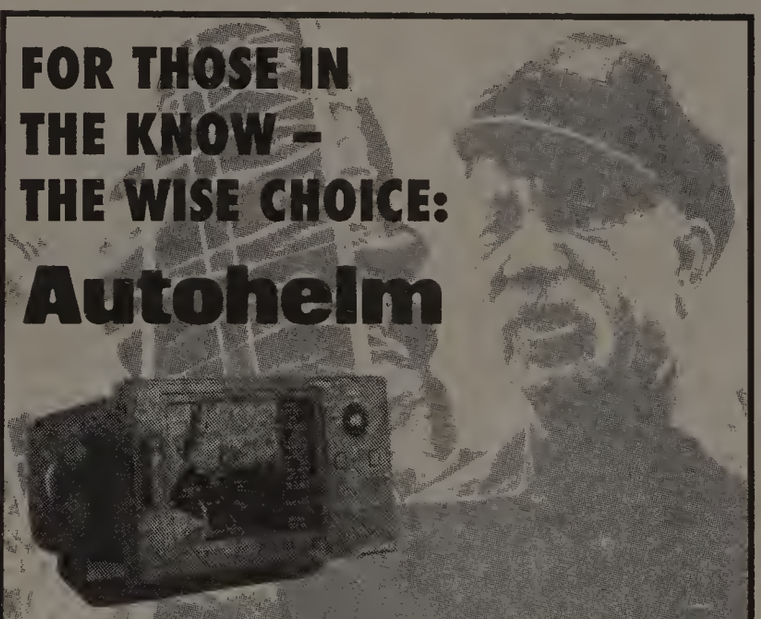
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DAYS OF THUNDER —

As reported in these pages, Rich Wilson and Steve Pettengill departed San Francisco last October in pursuit of one of the oldest records in sailing: the 76-day run from San Francisco to Boston via Cape Horn set by the American clipper Northern Light *in 1853. Their boat was the 60-ft Shuttleworth trima-ran* Great American *(ex-*Travacrest Seaway, *built in England in 1982), which already had one broken clipper ship record under her belt: New York to San Francisco in just under 77 days set the previous May.*

A month into the voyage — Thanksgiving Day, to be exact — Great American *was rolled over by a huge sea 400 miles east of Tierra del Fuego in conditions horrid even by Cape Horn standards. The ensuing res-cue, unscheduled voyage to Holland aboard a container ship, return home just in time for the holidays and intent to salvage* Great American *proved an emotional roller coaster for the two east-coast sailors. A roller coaster that has only recently come to rest.*

Now back home in Boston, Wilson talked with Latitude *about the voyage.*

We crossed the equator on November 4. By Friday, November 16, we had broken away from the light winds of the South Pacific High and entered the influence of a sprawling low far to the south. Within about an hour, we could feel the difference in the air, which was now being brought up from the Antarctic instead of the tropics. Winds were 25 knots and cold, with seas of 15 to 20 feet. The weather facsimile map and five-day forecast indicated a moderate low pressure system with winds possibly reaching 50 knots by the 20th. At the time, we were about four days 'ahead' of *Northern Light*.

Through the weekend, winds increased to 40 knots, while seas gradually built to 30 or more feet. With the right steering angle to the following seas, and the right sail combination — *Great American* had a fully-battened main with four reef points and three roller furling headsails of varying sizes — the boat was fully manageable in these conditions. (We'd hand steer enough to get a feel for the proper angle, then let the competent autopilot take over.)

Monday and Tuesday brought a second level of weather intensity. The wind increased to 50 knots. We responded by reducing sail from two to three reefs, then four, then to no main at all and only two-thirds of our small staysail rolled out for 'front-wheel drive'.

> The barograph trace bottomed out at 965 mb and drew a slow, straight line around the bottom of the drum.

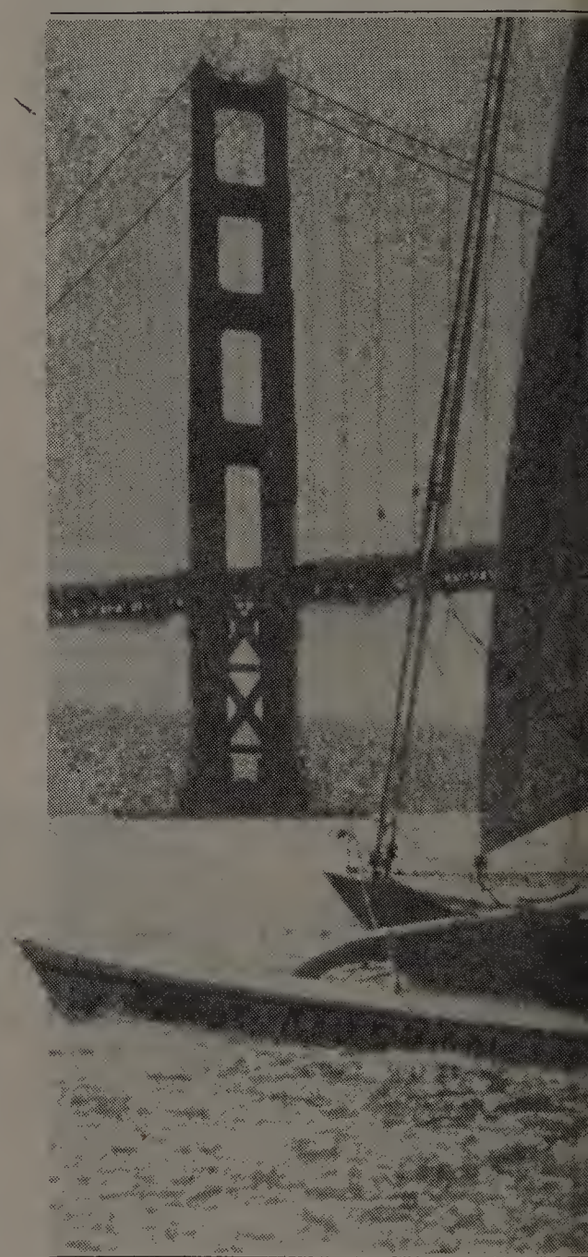
We also started dragging warps: first three, then five, then six, all with plenty of knots. But we were still surging from 9 to 16 knots on the bigger waves. With warps seven and eight, we reached a critical drag. Our speed stabilized between 9 and 10 knots — enough to steer decisively, yet enough drag to prevent surfing out of control down the waves. *Great American* was still on course for our waypoint, some 60 miles south of Cape Horn.

By late Tuesday, the seas had built to 40 feet, clearly approaching dangerous size for the boat and frightening to us. The barograph, which had been dropping gradually, now began to drop in earnest. Our latest weatherfax maps still indicated only a moderate low and frontal system, so we kept looking for the barograph to start rising. It didn't. The weather continued to deteriorate through Tuesday night. We got sideways to a wave and I got thrown out of my bunk, landing 5 feet below. On watch an hour later, I pulled up the centerboard to give the boat less to trip on if we got sideways again.

On Wednesday afternoon, we were under bare poles with 12 knotted lines dragging over the stern and still making 9 and 10 knots. The barograph descended at a 45-degree angle. The wind increased to 70 knots and the largest waves either of us had ever seen started rolling under the boat. We estimated them at 50 feet, with 10 to 15-foot crests, and recorded several hours of videotape with the fixed automatic camera.

Wave after wave charged at us relentlessly. In a late afternoon HAM conversation, we described our barograph as "heading off the chart" — our best attempt at humor. We were tense, but tried to keep our spirits up and rest as much as possible. We had on our warmest clothing.

Wednesday night, conditions deteriorated further. All we could see outside were splotches of light where the seas were cresting. Everything else was black. By Thursday morning — Thanksgiving Day — the air temperature was 40°; the windchill factor, 8°; the wind, 70 knots. At one point, a sleet squall went through. Then a wave

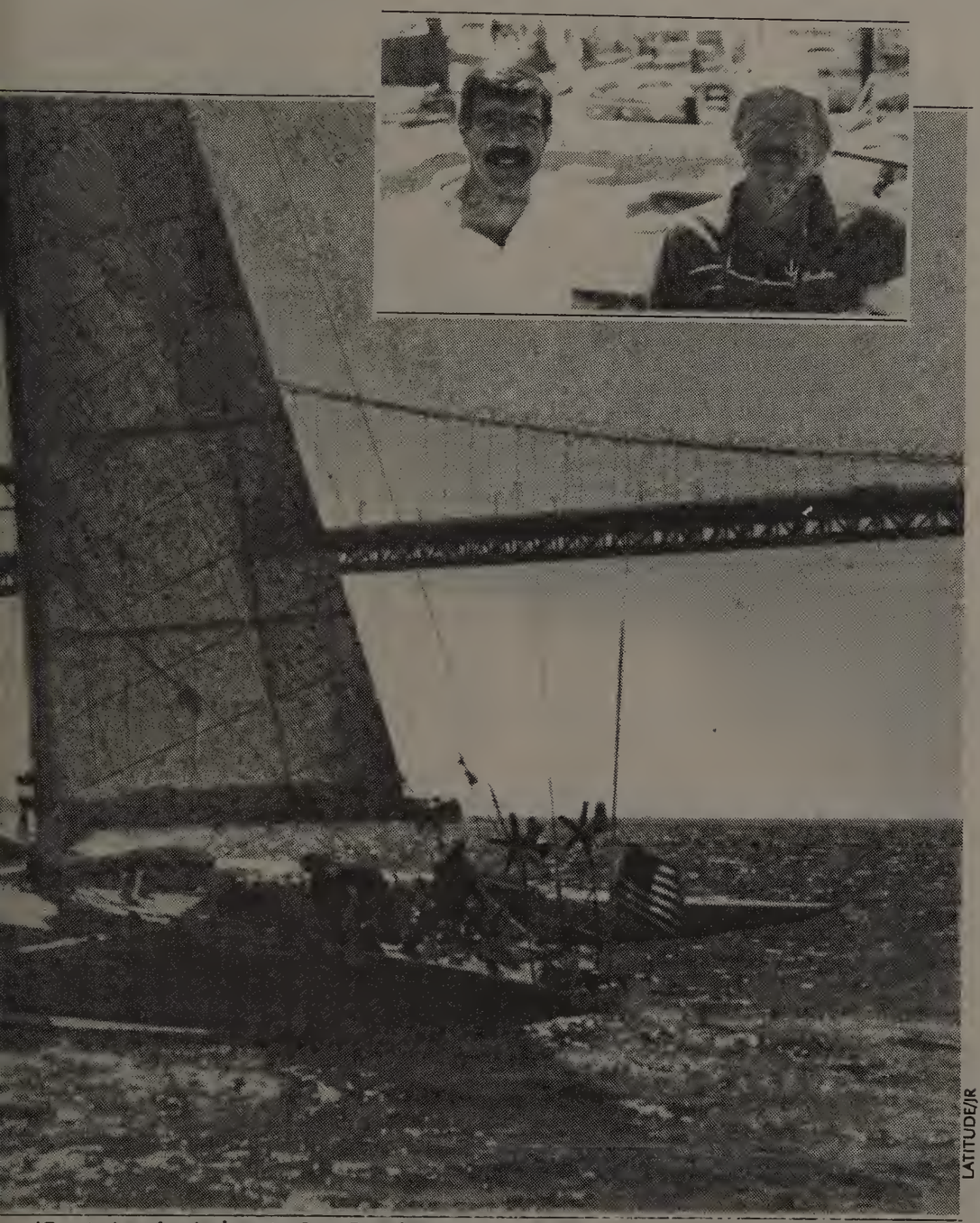


broke over the stern pulpit, stripping one of our wind generators of its blades and the other of its tail. The trim tab came unpinned and threatened to take over random steering. Steve went out and repinned it, but his numb hands prevented him from tying the pins in. I went to finish the job, returning with stiff fingers after only three minutes draped over the stern.

I logged our position and reviewed the weatherfaxes. They didn't show anything like this. The barograph trace had bottomed out at 965 millibars (28.5 inches) six hours ago and continued to draw a slow, straight line around the bottom of the drum.

About 10 a.m., we slid down a wave, skidded sideways and began to heel precipitously as the face became steeper and

THE LAST VOYAGE OF *GREAT AMERICAN*



LATITUDE/JR

'Great American' departs San Francisco on October 22. Inset, Rich Wilson (left) and Steve Pettengill.

steeper — and then we went slowly over.

Although stunned, we kept calm and took stock once the boat stabilized. With no keel and 10 watertight compartments, we knew she wasn't going to sink. We thought that the rig had stayed up (the companionway doors had been torn off and we could see the boom was still in its crutch). The water stopped coming into the main cabin when it was knee deep. We climbed into the only dry spot where we could sit, under the cockpit, and put on our survival suits. Then we pulled out our EPIRB, a new ACR 406, and switched it on.

Like most oceangoing multihulls, *Great American* has an escape hatch built into the main hull. Situated near the waterline, it was now our 'topsides' hatch. Through it, we could see the starboard float and crossbeam riding high. We briefly thought about going out that way to try to retrieve the ARGOS transmitter, which was clamped to the stern deck, but it seemed too great a risk. Although being knocked about, the boat rode reasonably steady.

About an hour after capsizing, we were completely surprised to be rolled back upright. Another monstrous wave simply wrenched the boat out of the water and slammed us up and over. I was thrown onto my head underwater and at first didn't know which way was up. I finally burst to the surface (inside the boat) and heard Steve yelling for me. Miraculously, neither of us was hurt.

We thought the first wave had been powerful. But this one had not only spun the 60-ft long, 40-ft wide trimaran at two to three times the rotational speed of the capsize wave, it had also shattered the mast. What had moments before been our 75-ft 'centerboard' now lay half on deck, draped across the aft starboard crossbeam, and half submerged. In this configuration, the mast acted both as a drogue, keeping our starboard stern quarter to the waves — and a giant weight. The 1,500 pounds of mast and rigging pressed the stern deck underwater, allowing the seas to break into the cockpit, burst through the companionway and surge into the wheelhouse. After only a couple of those the cabin was neck-deep in water. Stores, charts and gear disappeared out the companionway with every new surge.

We could now retrieve the ARGOS, which had an 'emergency' mode, and our liferaft. We moved our emergency gear in relays up to the forward sail locker. *Great American* had a bulkhead under the mast, and our plan was to pump out whatever water had gotten into the sail locker and set up camp there. By evening, the ARGOS was lashed on deck and the EPIRB strobe blinked. We had a can of ham and Wasa bread for Thanksgiving dinner and tried to make ourselves comfortable enough to sleep.

All our other electronics were out. My best estimate put us 400 miles west of Cape Horn on a little-used trade route — maybe one ship every 10 days came this way. We had seven weeks of food left, 6 gallons of fresh water reserves, a spare desalinator and confidence that this strongly-built trimaran was not going to sink beneath us. In a worst-case scenario, our survival issue was going to be hypothermia. In a best case, we envisioned pumping dry after the storm and sailing into the nearest port under some sort of jury rig.

> We were under bare poles with 12 knotted lines over the stern and still making 9 and 10 knots.

THE LAST VOYAGE OF *GREAT AMERICAN*

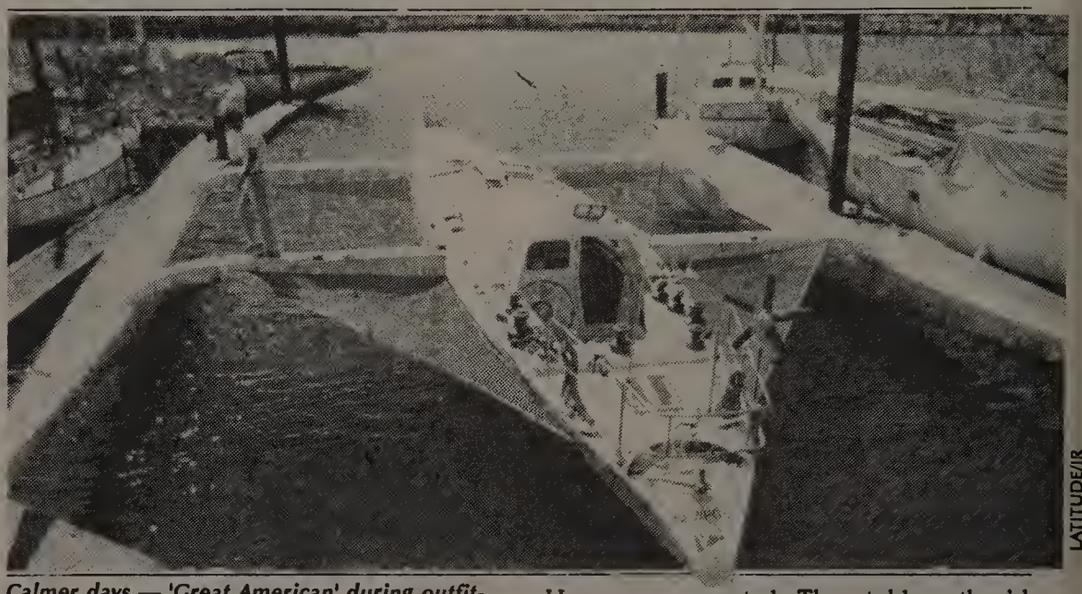
Steve was able to get some sleep. I was too keyed up, so I planned how we would put the bow into the wind in the morning and cut away the rig. About 2 a.m., I heard a new sound, a low groan, which I thought must be the mast tearing underwater. But as it continued it dawned on me that tearing aluminum couldn't be that steady. I woke up Steve and we peered out the forehatch into the darkness. There, not a quarter mile away, were the lights of a ship.

As they got closer, I waved my arms in their spotlight and shone our flashlight at them. At first they began to back off and we figured they hadn't seen us. Quickly, we pulled out a flare and — the instructions were in Norwegian! We followed the diagram, though, and soon had it burning. The ship powered forward and turned. I could see the boxes on the stern — a huge container ship — and then the lit-up name: *New Zealand Pacific*.

With no way to communicate, we knew this was it. Whatever happened, we had to be ready.

In 35 years of sailing, I've seen some impressive examples of seamanship, but they pale in comparison to what Captain Dave Watt and his crew did with *New Zealand Pacific*. The 815-ft, 42,000-ton ship combined a drive forward to weather of us, combined with a wind-driven drift to leeward. About the time we felt her windshadow, a bright light appeared in the side of the ship below the bridge as a door opened and crewmen threw out a ladder and rope netting.

And then the great ship was next to us, rolling heavily. Two lines flew across our main hull. A voice shouted for us to tie bowlines around ourselves. Steve and I each grabbed a line, tied our knots and clambered over the broken rig and across the netting to the float just as the massive side of the ship kissed it — *perfectly parallel and with the door centered between our two crossbeams!*



LATITUDE/JR

Calmer days — 'Great American' during outfitting at the Sanford-Wood yard in Richmond.

Great American rose on another huge wave. At the peak, we both jumped — I for the ladder and Steve for the netting. We both got a foothold and began to climb. Helping hands got us through the door. My last sight of *Great American* was of her down by the stern, but with her bows held proudly high as she slipped slowly down the side of the ship into the darkness.

The next 18 days aboard the *New Zealand Pacific* as she completed her scheduled trip to Vlissingen, Holland, were both a privilege and education for us. We learned a lot about merchant shipping and made 36 new friends.

We were surprised to learn that until this trip, many among the crew felt that Cape Horn was overrated. They told us they'd seen rougher conditions in the Tasman Sea and Bay of Biscay. This voyage had changed their minds. Captain Watt said it was the worst conditions he'd seen in 40 years at sea. We also found that our estimates of wave height had been pretty accurate. Some containers on the stern had been stove in when the ship was pooped. The containers were 43 feet above the water.

We arrived back home in Boston in time for Christmas and began to consider a possible salvage. ARGOS reported that the boat had slowly drifted past the Horn. But by the time a salvage was organized, the ARGOS transmitted had become erratic. The last transmission in mid-January showed the boat 300 miles south of the Falklands.

I wish that we would have had another 12 to 16 hours because I think we could have sorted out our predicament. We had no idea a rescue would come as fast as it did. But when it did, there was no question — we were going. I also very much regret not saving the videos of the storm. All we salvaged was what we had on.

Will we go again? I'd like to. My equipment sponsors say go again. And we did make some media breakthroughs, such as *NBC Nightly News*. But boats capable of doing this are expensive. It was serendipitous that *Great American* was already in San Francisco, and had already proven herself. Right now I don't know of any others that are fast enough, strong enough, local enough or affordable.

It's going to take some time, but I do hope to get the *Northern Light* Challenge back on track on track one day.

— **rich wilson**, *as told to* Latitude 38

WRONG PLACE AT THE WRONG TIME

A comment by Rich Wilson that "We were in the wrong place at the wrong time" turned out to be perhaps the ultimate truth of the ill-fated *Northern Light* Challenge. From surface analysis charts pieced together by NOAA's National Meteorological Center (NMC) between November 21 and 23, it became obvious what happened.

As *Great American* approached the Horn, she was between two low pressure systems — a 959-mb low to the east (that trailed a front along the 48th parallel), and a 982-mb system to the west. The first system caused its share of the rough weather, "but the explosive development of the 982-mb system seems to be the real culprit," says an article in the Winter 1991 issue of NOAA's *Mariners Weather Log*. Within 24 hours, this low deepened to an estimated 949-mb pressure and raced more than 800 nautical miles to the east — a speed of about 30 knots! By Thanksgiving eve, it was directly in *Great American*'s path, and the rest you know.

"This type of development along with rapid movement is one factor often mentioned in the development of phenomenal seas and even freak waves," says the article.

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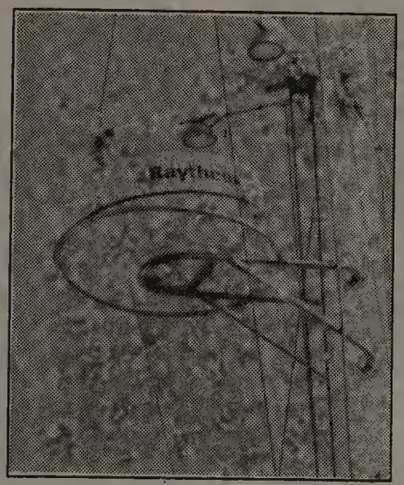
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BARCELONA OR BUST —

Anyone who has ever raced sailboats seriously, especially if you did so before the age of 30, has probably had an Olympic fantasy or two. If the America's Cup is the sport's Mount Everest, the Olympics certainly rates as K2. Show us a competitive sailor who claims never to have visualized standing on the podium, gold medal around his neck, listening to the national anthem while the Stars and Stripes are hoisted up the flagpole — and we'll show you a lying sonofagun.

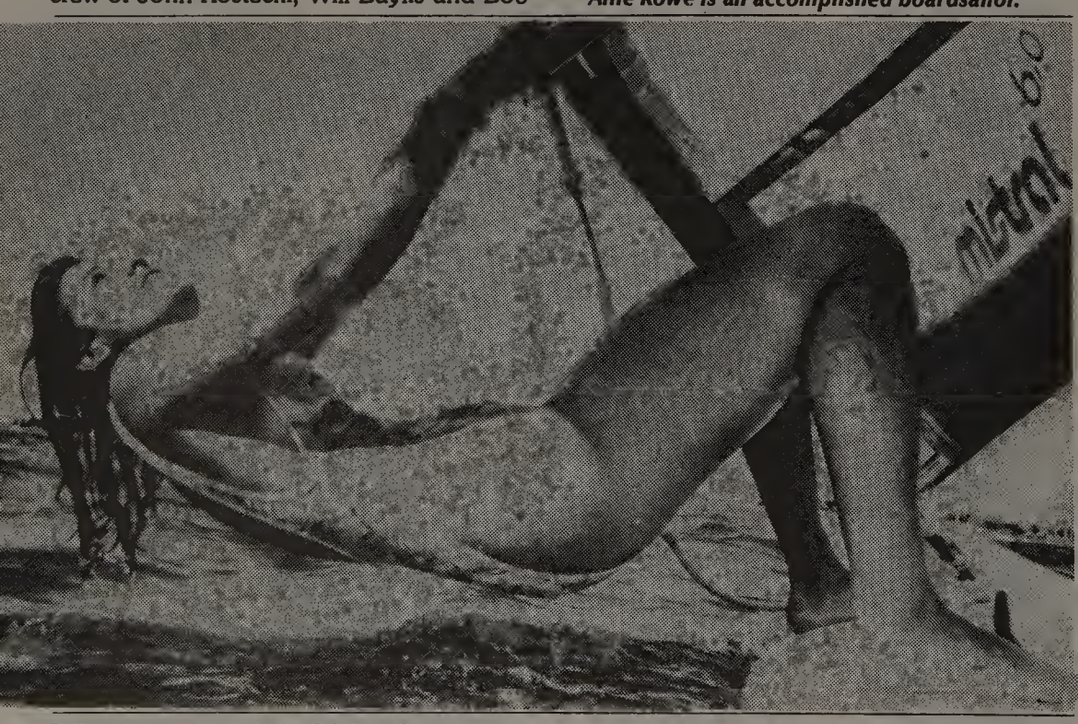
"If you're dedicated, the experiences and sacrifices are worth almost any price."

Those who are serious about the 1992 Games, to be held in Barcelona, have already begun their campaigns. Gone are the days of Corinthian yachting, where hopefuls would begin practicing only a few months before the American trials. These days, an Olympic program requires two to three years of serious sailing, traveling and fund raising. If you can then survive the pressure cooker of the trials and win a berth on the American team — only one entry from each country gets to compete in each of the 10 sailing classes — *then* you can go to the Games.

The old adage about the joys of victory and the agonies of defeat have never been more true. Just ask the Bay Area's most recent Olympians, the 1988 silver medal winning crew of John Kostecki, Will Baylis and Bob Billingham who sailed a 26-foot Soling sloop in Pusan, Korea. After three years of full time sailing, during which they won two world championships and many other kudos, the local trio won the American Soling Olympic trials. Favored to win in Korea, they were in the perfect position entering the last race. Only East Germany's Jochen Schumann still posed a threat, and the Americans drove him deep into the fleet at the start.

"We had a two minute lead over the second place boat at the first weather mark," says skipper Kostecki. "Schumann was buried, but the wind kept building and he just sailed through the fleet. By the finish it was blowing 35 knots and there was no way we could go back and try to slow him down. He ended up second in the race to our first, which is what he had to do to win the gold medal. We took the silver."

Life goes on, and these days all three are busy with other projects. Kostecki and Billingham are currently part of Bill Koch's America's Cup defense effort, and both want to give the Olympics another shot. Baylis, who builds fiberglass sculptures for Bill Kreysler up in Petaluma, says he has no plans to try again. He's out of sailboat racing for now, though windsurfing has filled in the gap.



COURTESY ALISON ROWE

In addition to her expertise on Eurodinghies, Allie Rowe is an accomplished boardsailor.



The only other Bay Area sailor to win an Olympic medal, also a silver, was John Bertrand. His saga includes more twists and turns than the Vortex rollercoaster at Great America. After terrorizing the local Laser fleet in the mid-'70s (and winning a couple of world championships in the class), Bertrand entered the 15-foot Finn Olympic single-handed class. He won the Finn world title in 1978 and finished second the following two years. He, too, was poised for the gold in Tallinn, Estonia, but President Carter's boycott of the Soviet Games cut that effort short.

After sailing with John Kolius on the 12 Meter *Courageous* in the 1983 America's Cup defense trials, Bertrand got back into Finns. Still dangerous, he couldn't keep up with Tiburon's Russ Silvestri on the water, who appeared to win the trials. Bertrand protested over Silvestri's covering tactics in the final race, however. That began a 2½-month legal battle, including appearances in Federal District Court and arbitration hearings, which became the *cause celebre* of the yachting world. With just 24 hours left before the opening of the Los Angeles Games, John Bertrand finally won the right to represent the US in the Finn class.

However, the drama wasn't over. At the end of the seven race Olympic series, Bert-

BAY AREA OLYMPIC ASPIRANTS



GERI CONSER

Smoke on the water: J.J. Isler and Pam Healy put their 470 into maximum overdrive.

rand was in second place behind New Zealand's Russell Coutts. At the final weigh-in, where contestants are checked to make sure they aren't carrying more than 45 pounds of extra weight, i.e. moveable ballast, Coutts failed the first two tries. Bertrand and his advisors felt the rules didn't allow a third chance, but the race committee let it pass and Coutts came in a pound under the limit. For a brief moment, John thought of returning to the protest room, but he let it pass.

"That was the last little dip on the roller coaster ride," he says now. "Walking away with any medal after what I had been through was a positive experience."

Silvestri eventually did manage to get to the Games, as an alternate in 1988. He was to there to take the place of any American sailor who got sick or hurt (none did), but his biggest thrill came at the opening ceremonies in Seoul. He mugged for the camera with Miss Universe and brushed shoulders with basketball star David Robinson and tennis player Chris Evert. He, too, considers the possibility of giving it one more try in 1992.

"Once you've experienced competition on the international level," he says, "you don't have to go out and do it again. You just have to focus on the last year before the trials."

Now the sirens beckon anew and a bevy of fresh new faces turn toward Barcelona. Locally, perhaps buoyed by the recent successes of Bay Area Olympic sailors, potential candidates are already busy pursuing the dream. Here's a class-by-class look at the Northern California candidates for 1992 that we've heard about, and how they stack up against the competition.

Two new classes for women will make their debut at Barcelona: the 11-foot women's singlehanded Europe Dinghy and a women's division in the 12-foot Lechner sailboard. Two young Bay Area women have entered the Europe Dinghy class, Rebecca Harris of Vacaville and Alison "Allie" Rowe from Stanford. Both have been posting scores in the middle to upper third of the U.S. fleet.

Only a freshman in high school, Rebecca is still a member of the Richmond YC junior program (which also produced John Kostecki and many other successful racers). She showed so much promise in the Laser class that the U.S. Olympic Committee loaned her a Europe dinghy to campaign. Backed by her enthusiastic parents, she's on a full travel schedule this summer to Canada, Southern California and Milwaukee. She'll sail the US Yacht Racing Union's national junior women's championships on the Bay, where she finished third last year, and the International Yacht Racing Union's women's worlds in Long Beach.

Alison Rowe recently completed her graduate studies at Stanford and plans to take the next year off to train and race. A boardsailing veteran, she decided to try for the Olympics when they made the Europe Dinghy an official class two years ago. To date, her best result is an eighth at the nationals. She's mapped out three months of training on the Bay (and maybe a trip to Italy) before the summer regattas start. She too will attend the IYRU women's world. Asked how she views her chances for the Olympic berth, Allie says she sees herself 'at the top' by next year.

Perhaps the Bay Area's best chances for a medal in the 1992 Olympics will come in either the men's or women's 470 class, or the men's sailboard division. In the former, Morgan Larson and Paul Kerner of Capitola and Brady and Bryant Sih of Novato are two of the best teams in the country, and the women's duo of J.J. Isler and Pam Healy are hot as well. Ted Huang of Stanford is emerging as a serious threat in the Lechner class sailboard.

Larson and Kerner started their program in January and have quickly risen to the top of the heap. In April, their second place finish at the Olympic pre-Trials in Long Beach earned them the American berth at the 1991 Pan American Games in Cuba this summer. In December they'll attend the 470 world championships in Melbourne, Australia.

Both sailors have been sailing intercollegiately for the past few years. Morgan spent his freshman year at the University of Charleston, but decided he liked California better and is now finishing up his sophomore year at Cabrillo College in Santa Cruz. Paul was the captain of the UC Berkeley sailing team last year. No one seems too surprised at their success. The question remains if they can threaten teams like Morgan Reeser and



One of the hottest sailing couples on the Bay — Craig and Pam Healy.

BARCELONA OR BUST —

Kevin Burnham of Miami and Kerry Poe and Chris Bittner of 'Team Oregon'.

With the help of sponsors like West Marine Products and National Frozen Foods (a family connection), the Santa Cruz sailors hope to prevail at the Trials. They're working with former Olympian and Southern California sailmaker Dave Ullman, who's offered to coach them for free and lend a hand with their sail development.

"The problem here in the US," says Morgan, "is that all the teams are working against each other. We're not pulling together as a group to take on the world. The best sailors come from New Zealand, northern Europe and the Soviet Union."

The Sih brothers had a disappointing trip to Southern California in April. They placed 10th at the Alamitos Bay Olympic Classes Regatta and fifth at the pre-Trials. Currently they rank fifth nationally, which Bryant says gets them "some free clothes, but that's about it." He adds that they were experimenting with some news sails and rigs to improve their heavy air performance, but they haven't worked out all the bugs yet.

Weighing about 35 pounds less than most of their competitors, the Sih's have a natural advantage in light air. Barcelona isn't known for its heavy wind, so their chances are pretty good if they can win the Trials. After finishing the current semester — Bryant is majoring in biomedical engineering at UC Davis and Brady is a sophomore at Stanford — they'll take the year off to train, compete and of course fundraise.

"We're always looking for money," adds Bryant, who puts their 18 month budget leading up the Trials at $150,000.

The hottest women's 470 team in the country right now is J.J. Isler of San Diego and Pam Healy of Point Richmond. They took second in the USYRU women's nationals before sweeping the ABYC Olympic Classes Regatta and pre-Trials in April, earning them the #1 US ranking for the year. And don't discount the fact that they're female — at ABYC they sailed against the men and came in second overall!

J.J. and Pam (whose maiden name, Poletti, may sound more familiar to race followers) have been sailing with and against each other since 1981. In 1986 they were one-two at the collegiate nationals and then teamed up to win the women's Rolex regatta in 1987. Sailing with different people, they both placed in the top five at the 1988 Olympic Trials. Now they're looking forward to the 1992 version, and hope for a shot at a medal in Barcelona.

"We've learned not to get burned out from travelling too much," says Pam. "We're also approaching each regatta like it's the Trials to get ourselves used to the pressure. We're focusing a lot on mental preparation and how to win even when things get screwed up."

Ted Huang has been impressing people both on and off the water for several years. Now 20, the Stanford junior has been a violin and piano player as well as a talented singer. He started windsurfing as a pre-teen in Foster City and settled on the Olympic Lechner class about five years ago, placing fourth at the 1988 Trials. Last year he ranked first in the U.S. and won the World University championships in France. He also organized the first intercollegiate windsurfing racing program and an on-campus teaching program which drew as many as 500 students a semester! Currently, the Los Altos Hills native is training and travelling to regattas here and in Europe

THE OLD GUARD

The Bay Area's sailing link to the Olympics dates back to 1936. Star world champion Glen Waterhouse of the San Francisco Yacht Club won the Olympic trials at Babylon, New York, that year. He and his crew Woody Metcalf travelled to Kiel, Germany, and came in fifth in an 18-boat fleet.

Sixteen years later, former Oakland YC commodore Edward Melaika of Berkeley was an undergraduate on the sailing team at MIT in Boston. His sailing coach Jack Wood urged him to enter the trials for the singlehanded category. Melaika won and found himself packing for Helsinki, Finland. Having never been to Europe before, the trip was a great thrill. Unfortunately, Melaika had never even seen the new Finn dinghy to be used in the Games. He took a third in the light-air tune up race, but stormy winds invaded the Baltic Sea for the rest of the competition. Paul Elvstrom, the great Danish sailor, cruised to an easy gold medal and Melaika ended up last.

Another twenty years passed before the only other Bay Area sailor got to wear the American Olympic uniform. Big Ed Bennett of Oakland won the 1972 Finn trials on Buzzards Bay. His friend and training partner Louie Nady of Berkeley took second and went as an alternate. Tuned for the heavy airs, Bennett ran into light winds and equipment problems in Kiel, Germany. He could manage no better than 22nd out of a fleet of 35.

"Things were much different then," says Ed, who's now one of the Bay's more active boardsailors. "We had no team, no coaching and I could barely get the time off from my job to go to the Games. It was a pretty half-assed deal compared to today."

Cotton sails, wooden hulls — a start of the Finn class at the 1952 Olympics in Helsinki.



BAY AREA OLYMPIC ASPIRANTS

with an eye towards winning the Trials next spring. He's got an uphill battle against two silver medalists, Scott Steele of Maryland and Mike Gebhardt of Florida, but '92 could well be Ted's turn.

The Bay Area will also be well represented in the singlehanded Finn class. San Jose's Trevor Gleadhill ranks fourth on the US team right now. That distinction entitles him to $2,500 for travel to Europe, but he's planning to train and race on this side of the Atlantic. Many of the best Europeans will be coming here for the American nationals and North American championships, as well as the Finn Gold Cup (worlds) in Kingston, Ontario, at the end of August.

Trevor sails at least twice a week with his buddy and fellow Finnster Dave Shelton of Santa Cruz. Like Ed Bennett and Louie Nady 20 years ago (see sidebar), they practice by sailing upwind and then reach off, jibe and return to their starting place. Occasionally they also get together with Kim Zetterberg, who lives in Sacramento and who took fourth at the pre-Trials in April. They also consult with Pat Andreasen of the St. Francis YC, who lends a hand coaching both the Finn and Europe dinghy sailors.

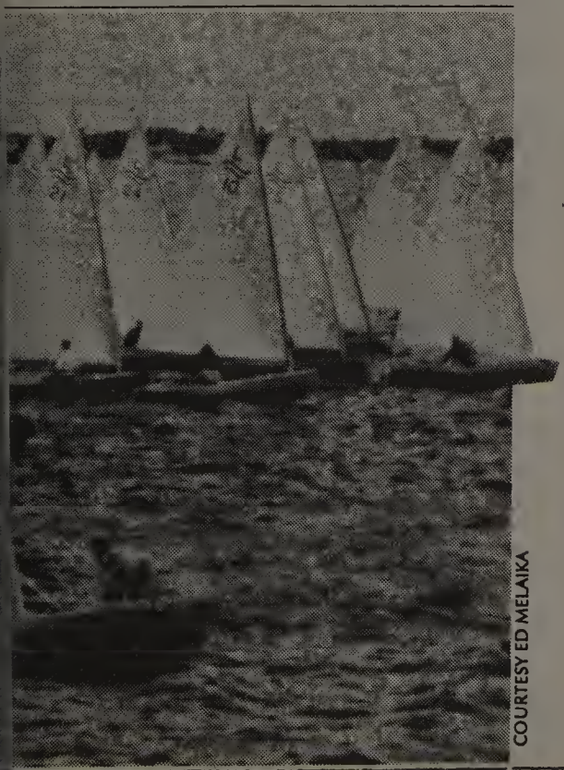
Trevor also has his own training regimen, which includes up to 125 miles a week of cycling. Part of the total is reached in his job as a bike messenger for Inner-City Express in San Jose. He averages 25 miles a day three times a week.

"I'm getting paid to train," he says.

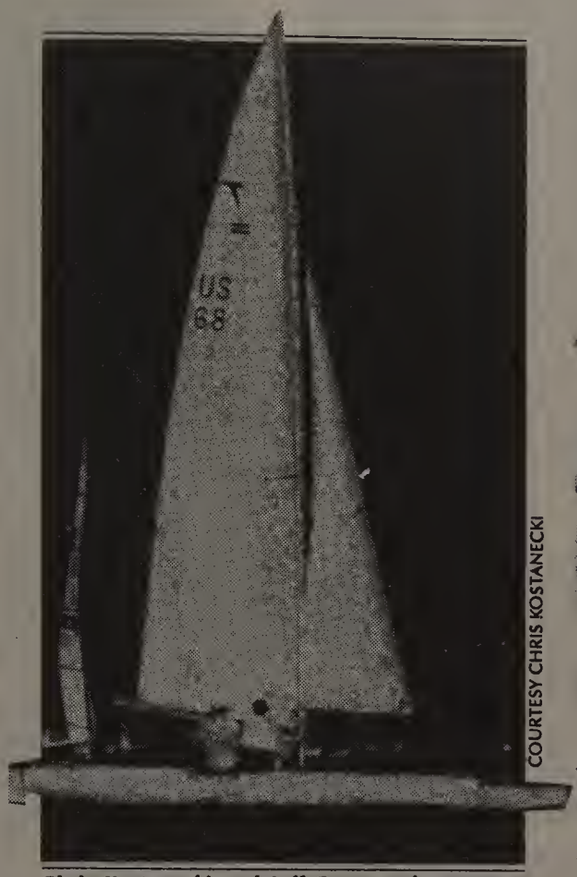
Other classes with Bay Area representation include the 22-foot Star and the 20-foot Tornado catamaran. In the former, veterans Steve Gould and Doug Smith will be in the hunt, along with newcomer Kimo Worthington. Kimo was part of the 1984 Olympic Finn Trials fiasco, so he knows anything can happen, even if he doesn't have a lot of time in the boat. He's lined up one of the best crews in the fleet in George Iverson of Boston. Iverson just won the Star Worlds with Ed Adams, who's a favorite for the 1992 Games along with 1988 silver medalist Mark Reynolds of San Diego.

"It's hard finding 250 pound guys who are agile and have the experience and the time to do an Olympic campaign," says Kimo on his search for a crew.

Chris Kostanecki is also relatively new to the Tornado class, but both he and Santa Cruz's Jeff Canepa hope to put together a winning campaign. Kostanecki has put in his time on J/24s, 505s, Fireballs and OK dinghies, but he really enjoys the speed and thrills of the high performance catamaran. His crew is Brian Peterson of Long Beach, who works at Danger Sails, a hotbed of Tornado activity. The loft's owners are Pease and Jay Glaser. She drives and he rides the wire and they're the country's leading con-tender for the Olympic berth at this point. If they make it, Pease would become the first American woman to compete in a non woman-specific class at the Games.

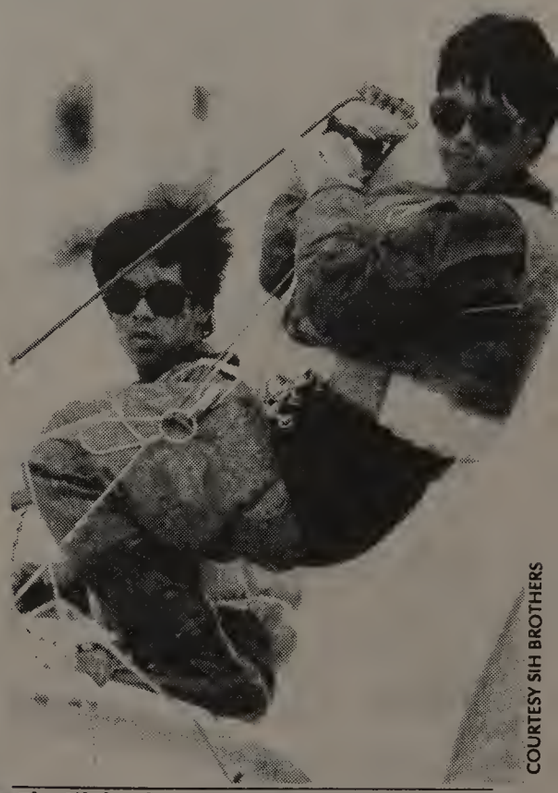


COURTESY ED MELAIKA



COURTESY CHRIS KOSTANECKI

Chris Kostanecki and Jeff Canepa clean up at regattas like, ahem, a white tornado.



COURTESY SIH BROTHERS

The Sih brothers (Bryant at the tiller, Brady at the 'trottles') 'working out the bugs'.

Now happy and enthusiastic, by the time the Olympic Trials start in April of '92 these sailors will have undergone intense changes. We turned to those who've gone before to see what advice they'd impart.

John Bertrand: "If you're dedicated, the experience and the sacrifices are worth almost any price. Set your goals high but break it down into small, attainable steps. If you can't do it on your own, get an advisor to help pump you up when you need it."

John Kostecki: "Plan your schedule so you don't burn out. Train and race in the conditions you expect for the Olympics. Your Trials will be very difficult, even more so, perhaps, than the Olympics themselves."

Ed Bennett: "Recognize that you're doing your best and that becoming excellent is important. And don't lose sight of the long term importance of the friendships you make and the fun you're having."

Will Baylis: "Practice, prepare and have fun. Take pictures."

— shimon van collie

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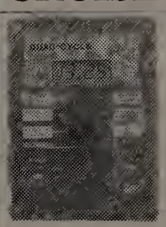


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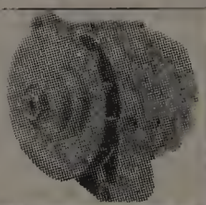
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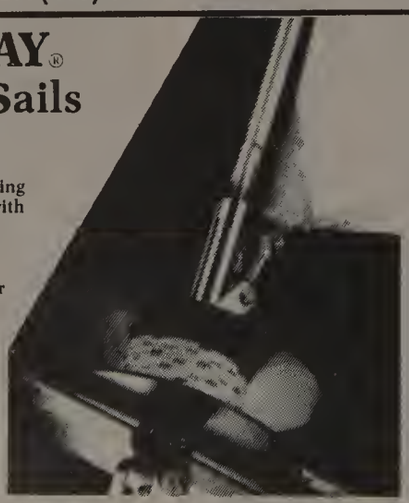
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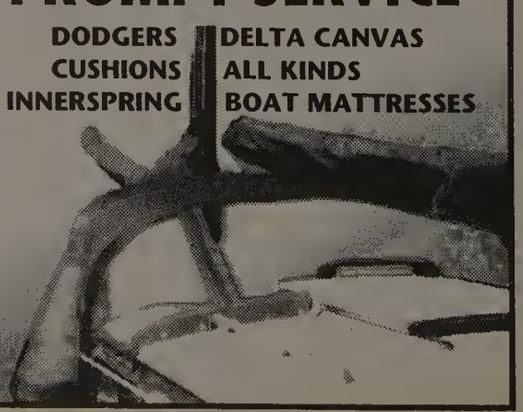
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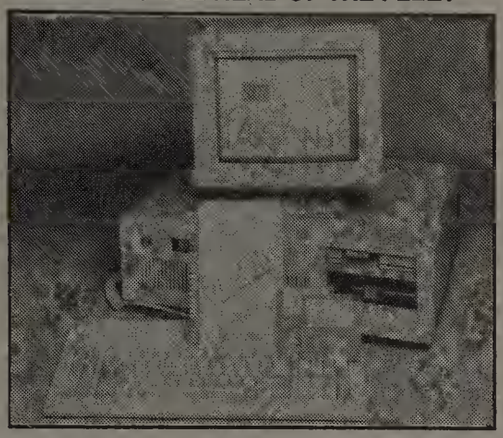
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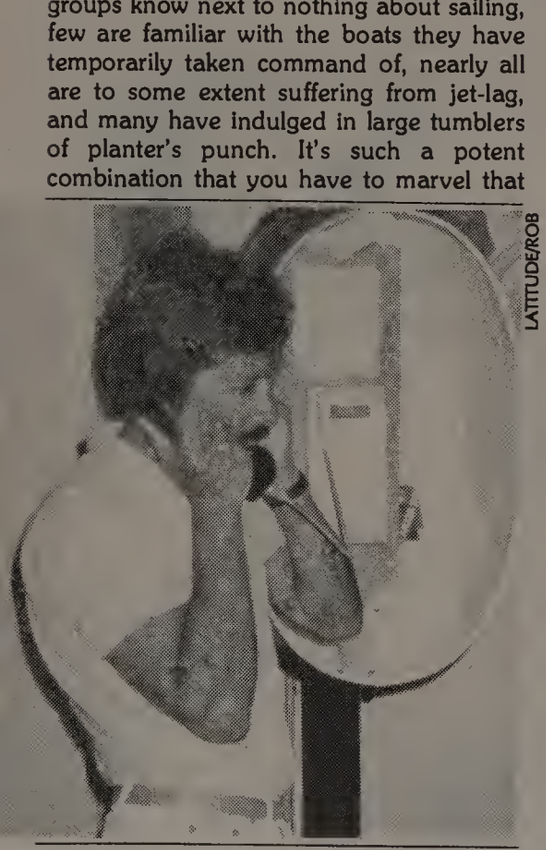
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*With reports this month on **charter humor**; advice on choosing a charter company in the **Caribbean**; and the usual **charter notes**.*

Charter Humor

Charter boats are, generally speaking, better known for comfort than performance. Nonetheless, when one group called to complain their boat was "rather sluggish", they were completely out of line. Their boat wasn't so much sluggish as she was anchored to the bottom. As you can imagine, the story immediately hit the charter industry's 'coconut telegraph', and professionals were soon chuckling from Fajardo, Puerto Rico to Prickly Pear, Grenada.

Given the tens of thousands of bareboat charters each year, there is plenty of opportunity for humorous situations to develop. After all, many bareboat charter groups know next to nothing about sailing, few are familiar with the boats they have temporarily taken command of, nearly all are to some extent suffering from jet-lag, and many have indulged in large tumblers of planter's punch. It's such a potent combination that you have to marvel that



LATITUDE/ROB

"Hello Moorings? Two more CQRs, one Danforth and a Bruce — hold the rode — to 'Sea Sucker' at Peter Island. And hurry!"

any boats survive even one season.

Most humorous bareboat charter stories are rooted in operator ignorance. The Moorings once had a group, for example, that radioed the charter base to ask when someone was going to deliver their next complement of anchors. Huh? Despite having been given instructions on how to use the windlass, the group assumed that anchors and rodes were as disposable as Bic lighters.

While most charterers are quite reasonable, some are overly demanding. Take the incompetent who reefed and sank his boat just three days into the charter. Anything but contrite, he returned to the base and demanded he be given another boat. "I still have four days to go on my charter," he argued, "and the other boat is all used up." That's the kind of consumer chutzpah that only a Ralph Nader could love.

While there are endless chuckles to be had at the expense of bareboat charters, the heartiest belly laughs are reserved for those who should know better: the captains of crewed charter yachts, and especially owner/operators whom Providence has endowed with an extra helping of pride. It's just such a person that is the hero of our favorite charter story.

This particular owner/operator worked the Mediterranean with a boat he kept in pristine condition. Hauling once a year wasn't enough for Mr. Owner/Operator; he used to haul twice during the relatively short Med season. Mr. O/O took extreme pride in the condition of his boat and his splendid ability to maneuver her in tight quarters before the large audiences. For him, all the marinas of the world are a stage, and he the lead player.

Mr. O/O took every bit as much pride in himself as he did his boat. He worked out religiously, carefully monitored his diet, and devoted considerable time and effort to grooming. He and his boat were an impressive pair.

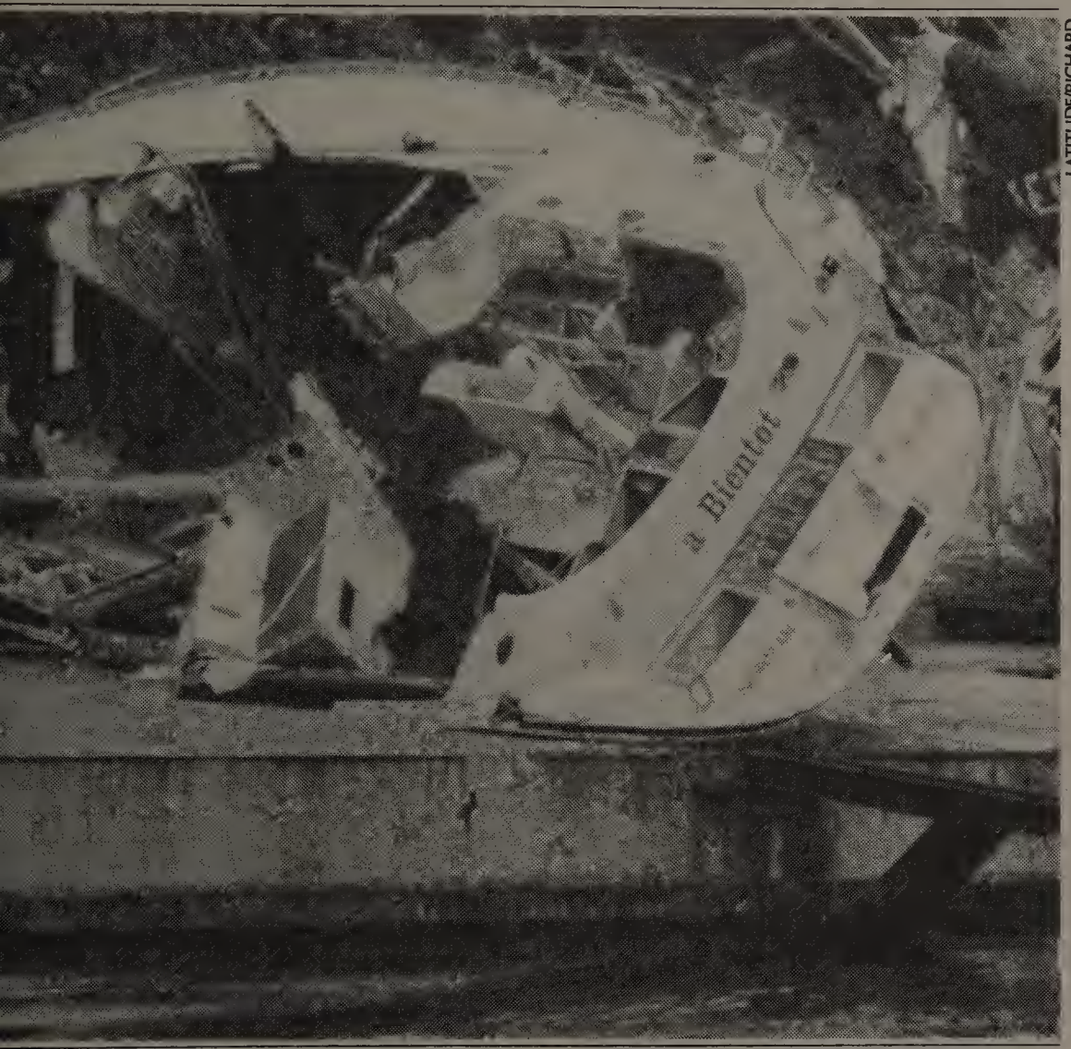
There is certainly nothing wrong with taking great care of oneself and one's boat, but this owner/operator was so excessively proud that he was bound to take a tumble. And he did. It all started when a young man made an appointment to meet on O/O's boat to discuss the possibility of a



honeymoon charter later that year. When the young man arrived for the appointment, Mr. O/O was discouraged, for the potential client was rather young and of ordinary appearance. Not in the habit of chartering his boat to just anyone, Mr. O/O kept the appointment short and sweet, and did nothing to encourage the young man to book a charter.

A month or so later, Mr. O/O learned that the young man was in fact heir to one of the larger industrial fortunes of Europe. For some inexplicable reason, that seemed to change everything. The former nuisance was now a client Mr. O/O wanted in the worst way. Providence works in strange ways, of course, and so it was that the young man, although he had been snubbed during the earlier appointment, booked a two-week charter with Mr. O/O to serve as captain.

The first couple of days went well enough, with Mr. O/O making himself as ubiquitous as possible. When a bucket fell over the side while at anchor, Mr. O/O saw his opportunity to take center stage. Stopping the mate from jumping in to retrieve the bucket, Mr. O/O ceremoniously stripped down to his little bikini swimsuit in front of the honeymooners, flexed his tan and bulging muscles, and generally made a conspicuous ass out of himself before



LATITUDE/RICHARD

"a bientot' is all used up and I still have three days left on my charter. I demand another boat!"

diving over the side.

There was instantly incontrovertible proof that Mr. O/O would have done better to have paid more attention to the minor job at hand rather than prancing, for he dove head first into the floor of his hard-bottom dinghy. This was only funny in retrospect, for it was a long way down and the dive had been head-first. Mr. O/O not only knocked himself cold, he damn near killed himself. Bruised and battered, with near fatal injuries to his pride, Mr. O/O was taken to his cabin and didn't reappear until the very end of the charter.

But just as the moth can't resist the flame, so Mr. O/O couldn't resist another shot at the limelight. His opportunity to atone for his magnificent blunder came on the last day of the charter when the lovely bride accidentally dropped a worthless bauble of a bracelet over the side. Despite the bride's request that the bracelet be left on the bottom, chivalrous Mr. O/O insisted that he be allowed to retrieve the bauble.

A normally vain man would have just put on mask, snorkel and fins to accomplish the minor task, but Mr. O/O was anything but normal. Never one to be satisfied with minimal if wretched excess could be dragged into it, he donned full diving regalia. This included double scuba tanks — which for the benefit of his two-person audience, he tossed over his head and onto his back. It included fins, mask, calf knife — the works. While sitting backwards on the boat railing, he finished his absurdly elaborate preparations by snapping up the 'beaver strap' of his wetsuit. The beaver strap runs from the bottom of the wetsuit jacket, up through the crotch, and snaps at the abdomen.

Sitting backwards on the railing to better watch the honeymoon couple watch him, the narcissistic Mr. O/O checked to make sure no dinghies were lurking beneath him, then threw himself back.

Now is when you the reader must use your imagination. Picture the peacock in a wetsuit rolling backwards off the railing, bashing his head against the hull, and hanging helplessly in an inverted position from the rail! Proud Mr. O/O had been so intent on watching his audience watch him, that he neglected to notice that he'd pulled his wetsuit beaver strap *around* the boat railing before snapping it up. So there Mr. O/O hung from the railing, upside down and helpless, weighed down by a 100 pounds of scuba gear.

His crew quickly cut him down, but the damage had already been done. History does not record what the charter guests thought of the incident, but it sure has brought a lot of mirth to the rest of the charter industry.

'Pride goeth before the fall', said a wise man many years ago. Boy, did he ever know what he was talking about!

— *latitude 38*

Smaller Isn't Necessarily Better

In January a group of us from Santa Cruz flew to Virgin Gorda to bareboat charter a boat for a week. I got 'set-up' with the charter company through a friend, and thus didn't take the time to shop around. We had the time of our lives, in spite of, not because of, the charter company.

We arrived in Spanishtown early in the morning and met Dave to check out our boat, an Irwin 43. It didn't take long to figure out that we knew a lot more about boats than the head BMW of the charter company. My three-year old nephew knows almost as much about boats as Dave.

The first thing we noticed about the Irwin was that there was a dangling light hanging from port spreader and bare wire coming out of the starboard spreader. But those were only minor problems. The rig had about nine inches of slop in the upper shrouds and the furling jib was torn. Nor



LATITUDE/JR

"Hmmmmm. Do you think this could have anything to do with the windlass not working?"

was there anything like a basic tool kit. These things might have gone unnoticed by non-sailors, but we questioned the

spreader lights and lack of a tool kit.

"We don't even service any lights above deck," Dave replied, "because we don't want our charterers sailing at night. As for tools, we don't want charterers to have them because we don't want them working on the boat. But," he said nodding to us, "you seem to know your stuff so I'll put a tool kit together for you."

(Thanks!)

While still at the dock we discovered that the windlass wouldn't work. Here we were, chartering a 40,000-lb boat with 200-feet of all chain rode and no windlass. This didn't sit well with us, so we got 'Hanky Head', the general manager, to come down to the boat. He looked at us and said, "No one's ever mentioned a problem with the windlass before. I don't know anything about these things."

After a few good-natured verbal jabs, some of them relating to the general manager coming along on our charter to pull up the chain and anchor, he changed his story to: "Oh, I guess some charterers mentioned it a while back, but I still don't know what to do about it.

We were a pretty forgiving group, so I said, "Well, just give us the handle to operate use it manually and we'll deal with it."

"Handle?" said Hanky Head. "I've never seen one of those around here. Does the windlass come with one?"

We ended up using the other hook with a chain and nylon rode, but it pissed us off that this guy had lied to us to cover up his company's lack of maintenance. The last 20 charterers probably didn't find out about the windlass until they had 100 feet of chain out! Some of the others probably never even used the anchor, as there are mooring buoys all over the British Virgins now.

To fully document our other boat problems would take a multi-page travelogue, of sorts, through the British Virgins. But some of the other highlights included:

— the temperature and pressure valve on the hot water heater failing, emptying a tank full of fresh water into the bilge.

— us having to spend more than an hour trying to scrape the barnacles off the bottom at the beginning of the charter.

— trying to fix the water pump set screw, to repair our disabled fresh water system, with a 'tool kit' that consisted of nothing more than (3) 9/16-inch box wrenches and a slot screwdriver!

— a leaking stuff box that filled the boat's bilges every day.

There were other problems, too, but I feel the ones listed above come under general maintenance and should not be the responsibility of charterers.

Despite all these shortcomings, we had a great time. To my way of thinking, a week or two in the Caribbean is a must, and should be enjoyed as often as possible. I think it also makes sense to consider crewed charters as well.



LATITUDE/RICHARD

Sunset at Spanishtown.

Crewed charters sound terrific. Most crewed boats come with all the toys, the cook takes care of all the meals and clean-up, the crew gets to fix anything that breaks, and does all the stuff you don't want to. It's like living at home again!



We decided to bareboat for two reasons: 1. We were already pushing our budget and a crewed charter was about $2000 more, and 2. it seemed that by being our own captain and crew that it would be more 'our vacation'.

If your group decides to go bareboat, I recommend booking with one of the major outfits that has a long track record. If you chose a smaller, probably less expensive outfit, make sure you get referrals from recent charterers. If any outfit tries to tell you that charterboats are in short supply at any other time than Christmas - New Years, don't believe them.

The benefit of going with a larger company is that you stand a chance to switch boats if the one they assign you hasn't been maintained well. The outfit we chartered with was so small that we couldn't change boats. All charter outfits make you pay in advance, but trying to get an on-the-spot refund to switch companies isn't going to happen with at least several precious vacation days wasted.

The larger, better known companies cost more, it's true. But we certainly would have been happy to pay $500 — or $125 per person — more to have had a well-



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maintained boat.

But my most important message is that chartering in the Caribbean is great!!! The boat was a bummer, but we knew enough to fix things and be able to rise above it.

Cruisers are fond of saying "Go now!" For those of us who can't, the best alternative is to "Charter in the Caribbean now!"

— niels kisling
san leandro

Charter Notes:

Last month we asked for those of you who've had yachts in **charter management** programs to write us of your evaluations. We've gotten a couple of responses, some good, some bad, but would love to get a few more.

Turkey has paid a steep price for being a stalwart ally in the hammering of Hussein. No part of the Turkish economy has suffered more, however, than tourism. Even though the prime tourists areas of Istanbul and Izmir are well out of Scud range and on the opposite side of the country from the Kurdish refugee problem, visitors have understandably stayed away in droves. Therefore the prospects for summer tourism — chartering and otherwise — aren't very encouraging.

What this means is that you can probably get a heck of a deal on a charter in Turkey, which is considered by knowledgeable sailors to be among the top three charter areas in the world. Not only is Turkey cheap, and beautiful, but the people are exceedingly friendly and there are great underwater archeological sites within swimming distance of many anchorages. Turkey has an excellent string of first-class marinas built along its fabulous southwest coast, and this year they're likely to be less crowded than ever. If you're not one of the sheep, a boat in Turkey might be your summer place. Everything from luxury crewed boats to small bareboats are available through charter agents.

"We can answer the 'Where is **Tonga**?'" question that was posed in *The World of Chartering*. It's a great place to charter in the South Pacific that is remote, undeveloped, remote, friendly, remote, has great sailing, is remote and is remote. We chartered there last May and would do it again in a second. If anyone has any questions, they can give us a call at 523-4698 (h) or 291-6467 (w) before we move to Maryland in July." So writes Brian Johnson of Alameda and *Take Five*.

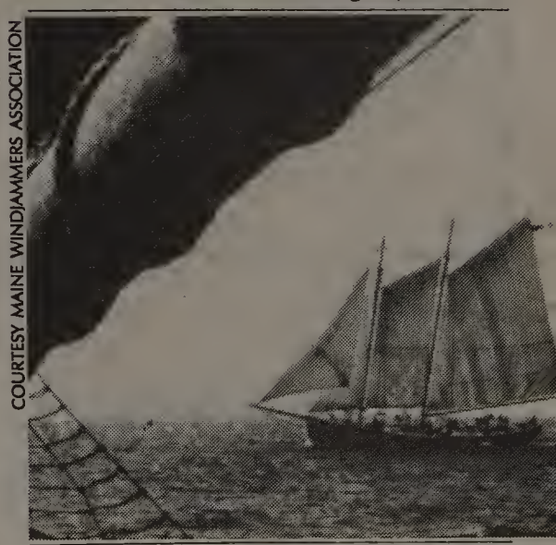
By the way, where is Maryland?

After her most active season yet, **Big O**, *Latitude's* Ocean 71 crewed charterboat, is enjoying a summer vacation on the beach at Puerto La Cruz, Venezuela. Plans for the fall and winter are up in the air and somewhat dependent on a possible six-month scientific expedition charter to French Polynesia in the spring. We'll keep you posted.

Where to charter now? May, June and early July are the *perfect* times to charter in the **Sea of Cortez**. With America's Cup activity going non-stop in **San Diego** from now until the middle of next May, that's a great place for a quicky charter. **Catalina** from **Marina del Rey**, **Long Beach** or **Newport** is also a good choice, particularly if you've got kids in the 7 to 17 age range. Watch out for the 'June gloom', however.

Summer is high season, of course, in the **Med** and **Aegean**. Many folks say June and September are the best months, providing you don't have to pull the kids out of school. August is perhaps the worst month, with everybody on vacation and brutal heat in places like **Greece**. Remember to carry a big wallet.

A little closer to home again, summer



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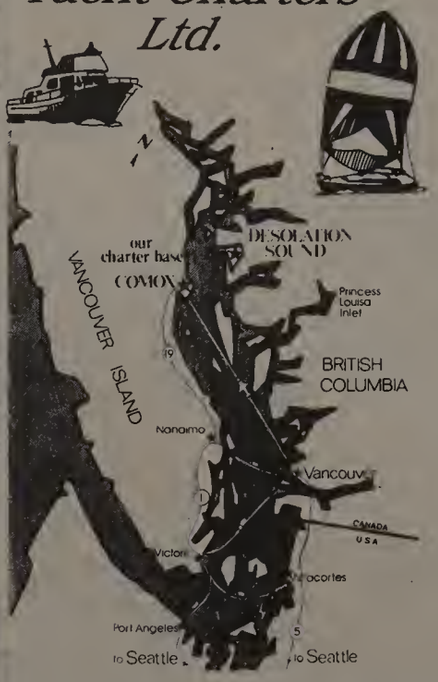
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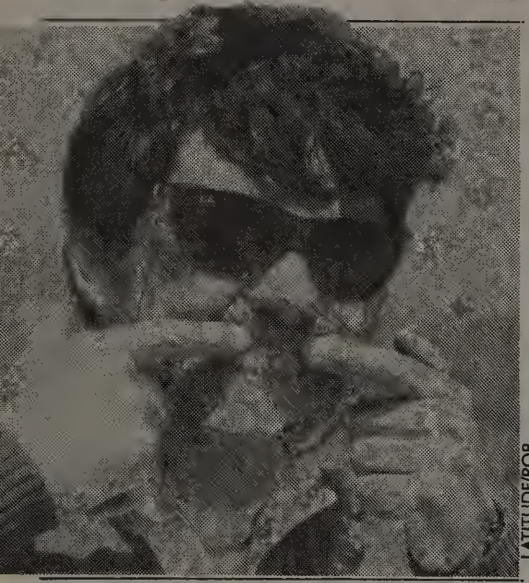
THE RACING

*Crammed into the following nine pages are reports on three extraordinarily well-behaved ocean races (the crewed **Lightship Race**, the **Singlehanded Farallones** and the **Doublehanded Farallones**); the **Woody Season Openers**; the lowdown on the **ULDB 70** season-to-date; the **Camellia Cup** up on Folsom Lake; the always-fun **Resin Regatta**; the biggest **J/Fest West** ever; the first weekend of the **North Bay Series**; the **Cal/Stanford Match Race** in Olson 30s; the **Bullship Race**; and the usual profusion of **race notes**.*

Lightship Race

"They don't get much better than this," claimed OYRA President Don Lessley (*Freewind*) of Golden Gate YC's season opening ocean race to the Lightship and back on April 13. "If they were all this easy, the ocean would be full and the Bay empty!"

With the exception of some minor screw-ups on the race results, this year's 25-mile Lightship Race was just about perfect. In fact, it seemed like the 'good old days' as a veritable throng of 100-some boats poked out into the Gulf of the Farallones against a 3.7 knot flood. Number 1 genoas and the north shore were



LATITUDE/ROB

"What, me worry?" Jim Antrim's front tooth was the only casualty in this year's mellow Lightship Race.

the ticket on the way out; .75 ounce spinnakers and the south shore paid off on the trip home.

Predictably, with the tide against the fleet both ways, the larger boats dominated their respective classes. *Heart of Gold*, Jim and Sue Corenman's beautiful Schumacher 50, was first to the Bucket and first home, correcting out over the fleet under any rule you want to use. Her crew complement of 13 that day included Kame Richards, Carl Schumacher, Jim Antrim and Eric Baumhoff — all of whom will sail the TransPac on the boat (only Scott Owen, who's currently stationed in London, was missing from their aggressive 7-person squad). Aside from a scare while jibing under the Bridge — Jim Antrim 'ate' a winch when he was struck by the mainsheet, losing part of a tooth but not his sense of humor — *Goldie*'s ride was pleasant if not particularly fast (3 hours, 39 minutes).

Winds peaked around 20 knots at the Bridge, just enough that the racers could feel the presence of the malevolent South Tower Demon. He (or is the Demon a she?) only pounced on a few boats that day, among them Craig Brown's *Corsair*, which broached violently to within five feet of the concrete embankment. "That's as close as I ever want to get to that thing," stated *Corsair*'s tactician Scott Easom at the post-race party in the GGYC clubhouse. "I'm still shaking!"

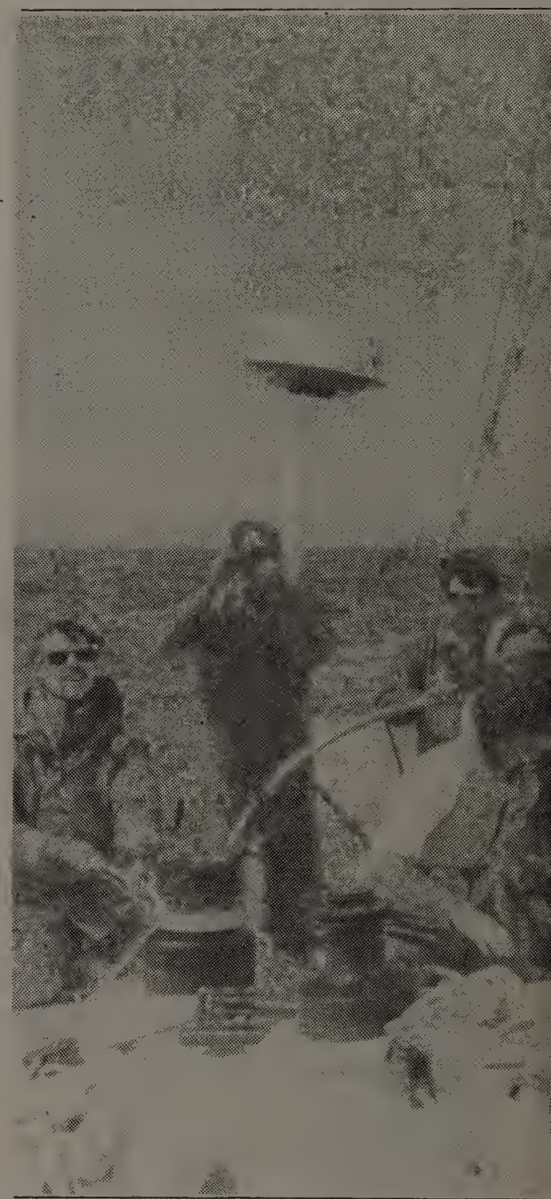
IMS I — 1) **Jazz**, Beneteau One Ton, Rod & Malcolm Parks; 2) **Corsair**, Serendipity 43, Craig Brown; 3) **Bang**, N/M 41 mod., Max Gordon; 4) **Golden Bear**, Frers 46, Rob Anderson; 5) **Flyer**, Swan 57, Richard Long. (10 boats)

IMS II — 1) **Expeditious**, Express 34, Bartz Schneider; 2) **National Biscuit**, Schumacher 35, Colin Case; 3) **Novia**, Cal 39, John Webb; 4) **Bandido**, Farr 36, Ed Lawrence; 5) **Ozone**, Olson 34, Carl Bauer. (15 boats)

PHRO I — 1) **Heart of Gold**, Schumacher 50, Jim & Sue Corenman; 2) **Acey Deucy**, SC 50, Richard Leute; 3) **Great Fun**, Davidson 50, Stan Glaros; 4) **Re-Quest**, Express 37, Glenn Isaacson; 5) **Morningstar**, Express 37, Larry Doane. (12 boats)

PHRO II — 1) **Razzmatazz**, Swan 42, Dennis Robbins; 2) **C Ro-Mar**, Beneteau 42, Marty Christensen; 3) **Lykken**, First 405, Steen Moller; 4) **Rocinante**, Beneteau 42, Alex Malaccorto; 5) **Maluhia**, Beneteau 42, Dave Fallows. (15 boats)

SSS — 1) **Aotea**, Antrim 40, Peter Hogg; 2) **Tinsley Light**, Santana 35, Hank Grandin; 3) **Cheers**, Olson 30, Carl Nelson; 4) **Nidaros II**, Santana 30/30, Bjarne Junge. (8 boats)



SPECIAL (PHRF) — 1) **Redline**, J/35, Don Trask; 2) **Dance Away**, J/35, Bob Bloom; 3) **Current Affair**, J/35, Allen Bray/Howie Marlon; 4) **Esprit**, J/35, Charlie Kuhn/Tim Russell; 5) **Slithergadee**, J/35, John Nelsley. (12 boats)

MORA (light) — 1) **Think Fast!**, Olson 30, Albert Holt; 2) **Wild Cat**, Olson 30, SSRP Syndicate; 3) **Elan**, Express 27, Steve Lake; 4) **Potsticker**, J/29, Kirk Denebeim/Ron Losch; 5) **Friday**, Express 27, John Liebenberg. (16 boats)

MORA (heavy) — 1) **Animal Farm**, Wylie Half Ton, Rod Phibbs; 2) **Freewind**, Cal 9.2, Don Lessley; 3) **Current Asset**, Islander 30, John Bowen; 4) **Riffraff**, Santana 22, Erik Menzel; 5) **Perezoso**, Excalibur 26, Jeff Nehms. (14 boats)

Woody Openers

Who's got the 'magic touch' on the Wooden Boat Racing Association (WBRA) circuit this year, you ask? Funny thing, we were just wondering the same thing, so we totalled the scores after their first two regattas (two races on April 6 hosted by



'Heart of Gold' charges away from the Lightbucket. Carl Schumacher, behind wheel, appears overcome with emotion (or stench?).

Golden Gate YC; four races on April 13-14 courtesy of the St. Francis YC).

Then we arbitrarily factored in one throwout, and came up with the following completely unofficial standings. The early trends reveal some familiar names at our interpretation of the top — but heck, the season's barely started and anything can happen.

BEAR — 1) **Chance**, Glenn Treser, AYC, 3.5 points; 2) **Trigger**, Scott Cauchols, SFYC, 6; 3) **Smokey**, Stephen Robertson, StFYC, 10.5. (11 boats)

BIRD — No races yet.

FOLKBOAT — 1) **Gelante**, Otto Schreier, GGYC, 5 points; 2) **Highway**, David Boyd, GGYC, 12; 3) **Thea**, Tom Reed, IYC, 15. (14 boats)

IOD — 1) **Bolero**, George Degnan, RYC, 5 points; 2) **Profit**, Henry Mettler, SFYC, 8.5; 3) **Accounts Payable**, Richard Pearce, SFYC, 14. (10 boats;)

KNARR — 1) **Lykken**, Bob Fisher, SFYC, 15.75 points; 2) **Hüttetu**, George Rygg, SFYC, 20; 3) **Benino**, Terry Anderlini, StFYC, 21.75; 4) **Hyperactive**, Fong/Horick, StFYC, 25.5; 5) **#140**, F. William Heer, StFYC, 30. (25 boats)

Season of the Sleds

Last month was a busy one for the ULDB 70 class, beginning with the inaugural 80-mile North Sails Long Beach to San Diego Sprint on April 6. Dick Pennington and Doug Baker's Peterson 66 *Cheetah* topped the 13-boat fleet in that fluky affair, beating *Blondie* by just two minutes and the third place boat, *Silver Bullet*, by almost an hour. The last boat limped in nearly three hours after the leaders — about the time difference normally associated with an 800-mile Cabo Race. "It was an upwind crapshoot," explained *Evolution*'s Tom Leweck. "I'm not sure the *Cheetah* guys would agree, but it would have been a lot more fun if the race started 24 hours later!"

Two weekends later, the sleds went at it again in the owner/driver Skylark Series (part of Newport Harbor YC's Ahmanson Series). Santa Cruz 70s dominated the regatta with *Pyewacket*, sailed by Roy Disney and his son Roy Pat, putting together the most consistent score (2-1-2). Local sailor Robbie Haines served as *Pyewacket*'s tactician, and their victory was a popular one. Peter Tong's *Blondie*, with tactics by Dave Ullman, was the runner-up.

In other sled news, the two Andrews/Choate boats have been named — Mike Campbell's *Victoria* is now scheduled for an August launch and Dick Compton's *Alchemy* should be ready for the November Cabo Race.

NORTH SAILS SAN DIEGO SPRINT — 1) **Cheetah**, Peterson 66, Pennington/Baker; 2) **Blondie**, SC 70, Peter Tong; 3) **Silver Bullet**, SC 70, John Delaura; 4) **Pyewacket**, SC 70, Roy Disney; 5) **Cheval**, N/M 68, Hal Ward; 6) **Starship I**, N/M 68, Mike Holleran; 7) **Grand Illusion**, SC 70, Ed McDowell; 8) **Holua**, SC 70, Davis Pillsbury; 9) **Taxi Dancer**, R/P 68, Mitch Rouse; 10) **Kathmendu**, SC 70, Joe Jaconi; 11) **Maverick**, N/M 68, Les Crouch; 12) **Evolution**, SC 70, Brack Duker; 13) **Swiftsure III**, N/M 68, George Folgner. (13 boats)

SKYLARK TROPHY SERIES — 1) **Pyewacket**; 2) **Blondie**; 3) **Evolution**; 4) **Grand Illusion**; 5) **Texi Dancer**; 6) **Maverick**; 7) **Holua**; 8) **Silver Bullet**; 9) **Kathmendu**; 10) **Starship I**. (10 boats)

OVERALL (after 3 events) — 1) **Pyewacket**, 48.75 points; 2) **Blondie**, 38.75; 3) **Texi Dancer**, 33.25; 4) **Silver Bullet**, 33; 5) **Evolution**, 29; 6) **Grand Illusion**, 25.75; 7) **Cheetah**, 23.5; 8) **Starship I**, 23; 9) **Maverick**, 18.25; 10) **Cheval**, 15; 11) **Kathmandu**, 14.75; 12) **Holua**, 13.25; 13) **Swiftaure III**, 1.5.

REMAINING SCHEDULE — Ensenada Race (April 27/weighted .75); Cal Cup (May 24-26/weighted 1.25); TransPac (June 29/weighted 2); Summer Sled Regatta (August 24-25/weighted 1); Watts Owner-Driver Trophy (October 5-6/weighted 1); Long Beach-Cabo (November 16/weighted 1.25).

Camellia Cup

Contrary to rumors (and what was printed in last month's *Calendar*), the 25th Camellia Cup did in fact occur on Lake Folsom on April 20-21. Thanks to the 'March Miracle', there was enough water to hold the three-race regatta after all, and host Folsom Lake YC managed to get the

word out to some 72 boats and 350 people on short notice (they had prematurely cancelled the regatta).

Overall winner of this year's Camellia Cup (aka 'The Sacramento Season Opener') was George Koch's J/22 *Poco A Poco*, which bested the 18-boat Open Keel Red class in the process. Conditions for Saturday's two races ranged from pouring rain with 12-15 knot winds to no wind and drizzle. Sunday's 18.4 mile 'bladder-buster' was held in more reasonable 6-10 knot breezes.

"Race chairman Kim Zetterburg did a great job," reports FLYC's Deborah Radley. "We had racers from as far away as Redding, San Jose and Nevada, and everyone seemed to enjoy themselves."

CATALINA 22 — 1) Terry Cobb, 4.5 points; 2) Tom Page, 7; 3) Don Samuelson, 15. (15 boats)

CAPRI 22 — 1) Doug Lent, 2.75 points; 2) Cathy Sweet, 2.75. (6 boats)

CRUISER — 1) Chuck Herman, 4.75 points; 2) Gary Rowett, 6.75; 3) Phil McCaleb, 6.75. (8 boats)

OPEN CB BLUE — 1) Simon Bell (Laser), 11.5 points; 2) Paul Dietrich (Laser), 14. (7 boats)

OPEN CB RED — 1) Chip Hellier (Fireball), 7.75. (3 boats)

OPEN KEEL RED — 1) George Koch, 5.5 points; 2) Keith Wooten, 7; 3) Erich Bauer, 8.75; 4) Pat Mitchell, 10; 5) Mark Kempton, 18.5. (18 boats)

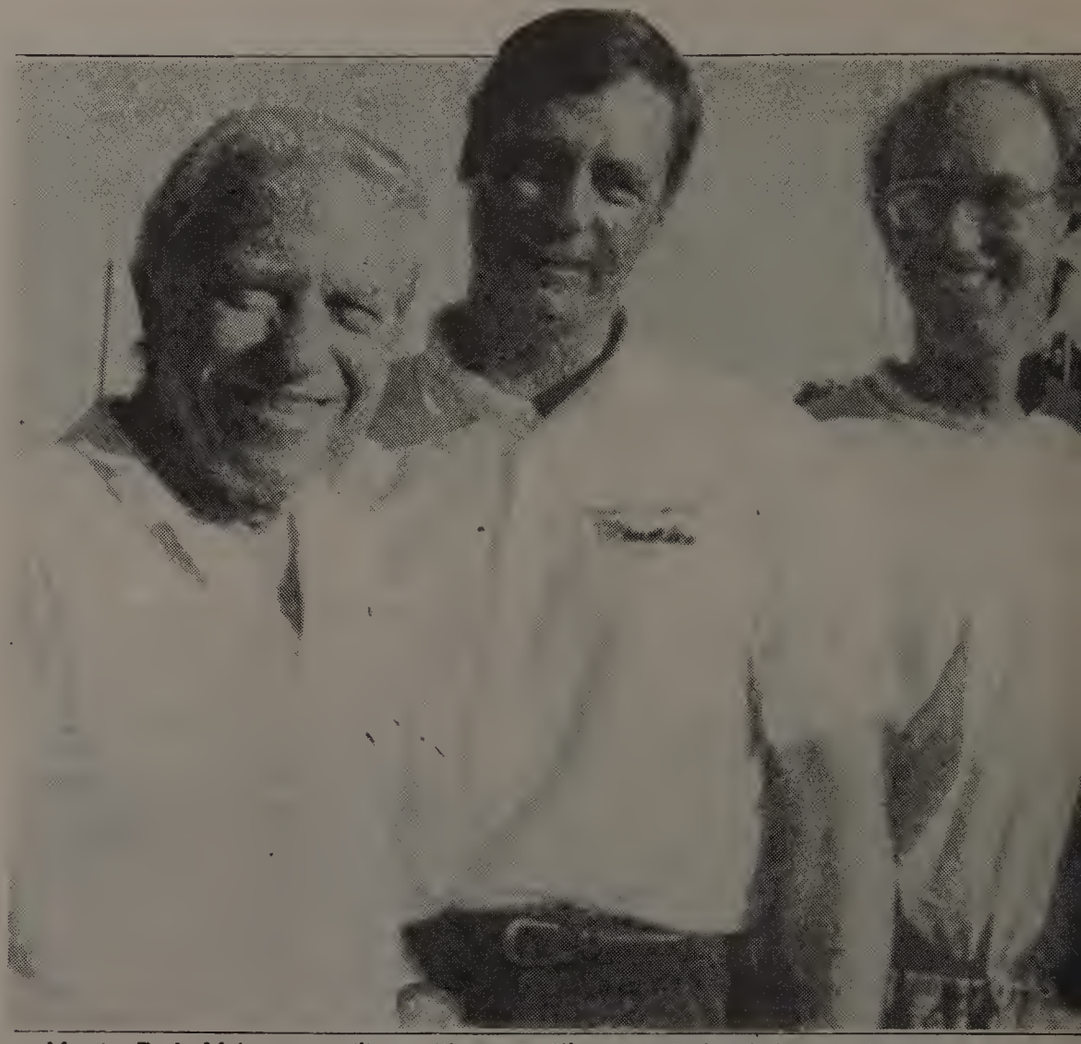
OPEN MULTIHULL — 1) Mike Rayfuse, 3.5 points; 2) Mark Harris, 7.75. (6 boats)

SANTANA 20 — 1) Hart/Witcher, 3.75 points; 2) David Kerner, 8; 3) John Pohle, 11. (9 boats)

Resin Regatta

With two exceptions, there were no real surprises in the winner's circle following San Francisco YC's excellent Resin Regatta on April 20-21. The surprises came in the Soling fleet, where women skippers swept the top three spots, and in the 30-boat Etchells 22 fleet, which was triple-bulleted by the team of driver Craig Healy and tactician Jim Coggan. Sailing *Puff* (which belongs to E-22 dealer Bert Clausen) with substitute crew Kimo Worthington on Saturday and regular crew Nick Gibbens on Sunday, the Healy/Coggan team dusted the intensely competitive fleet.

"We had a good regatta," allowed Healy, who has been trimming the main on the R/P 50 *Fujimo* lately in addition to developing his dental practice. "It was pretty light air, which favors us as one of the lighter crews. We'll see what happens when the wind blows."



Silver Sea Gods of the month: 'Puff' people Bert Clausen, Craig Healy, Jim Coggan and Nick Gibbens.

Marcia Peck Mahoney, sailing with a coed crew, beat back a determined effort by Soling newcomer Melinda Erkelens (with Liz Baylis and Jennifer Fisher). Both skippers, along with third place finisher Susie Madrigali, are practicing for the Adam's Cup, which will be held in Solings on the Bay in late September. "The Area G trials are on July 20-21," explained Erkelens, a San Francisco lawyer. "I don't think there are any other teams interested, so one of the three of us will represent Northern California."

The regatta went off smoothly, with Leigh Abell and SFYC's *Victory* in charge of the Berkeley Circle racing and Penny Dudley, using Sausalito YC's *Mercury*, handling the Knox course. Protests were minimal; the weather was fine; and the sun-drenched San Francisco YC remains the most peaceful and civilized setting on the Bay for post-race partying.

KNOX COURSE:

CAL 20 — 1) **Tension II**, John Nooteboom, 3.5 points; 2) **Tappo Piccolo**, David Bacci, 12; 3) **Crackerjack**, Bert Rowe, 12.75. (11 boats)

CAL 2-27 — 1) **Temptation**, Rollye Wiskerson, 6.75 points; 2) **Ex Indigo**, S. Seal/L. Riley, 7.75; 3) **Wind Dance**, 9.75. (9 boats)

ISLANDER 28 — 1) **Jose Cuervo**, Sam Hock, 4.75 points; 2) **Shanghai**, Ken Jesmore, 6.75; 3) **Challenge**, Virginia Jones, 6.75. (6 boats)

RANGER 23 — 1) **Twisted**, Don Wieneke, 3.5 points; 2) **Impossible**, Gary Kneeland, 9; 3) **Shanghai LII**, Gary Wieneke, 11.75. (11 boats)

SANTANA 22 — 10 **Diana**, John Skinner, 4.75 points; 2) **Shazam!**, Bud Sandkulla, 6.5; 3) **Tacky Lady**, Charles Brochard, 11. (10 boats)

OLYMPIC CIRCLE:

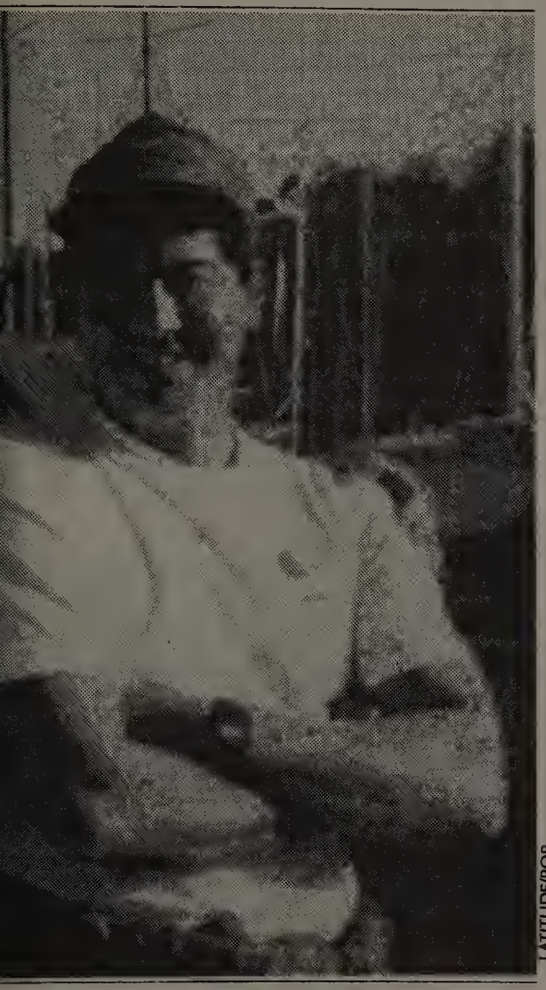
ETCHELLS 22 — 1) **Puff**, Coggan/Clausen/Healy, 2.25 points; 2) **The Bear**, Vito Bialla, 12; 3) **Mr. Natural**, Barton/Silvestri, 14; 4) **Secret Weapon**, Chris Perkins, 16; 5) **Six Hundred**, Easom/Moan, 18; 6) **3 Live Crew**, Mile Lahorgue, 21; 7) **E-Ticket**, Don Jesberg, 21; 8) **Jumper**, John Ravissa, 22; 9) **Wild Woman**, Kers Clausen, 29; 10) **Blue Ribbons**, Scott Easom, 31. (30 boats)

EXPRESS 27 — 1) **Salty Hotel**, Mark Halman, 4.75 points; 2) **Abigail Morgan**, Ron Kell, 6.75; 3) **Peaches**, John Rivlin, 9. (7 boats)

J/24 —) **J-Walker**, P. Perkins/Nazzal, 8.75 points; 2) **Return of Chicks Dig It**, Peter Young, 13.75; 3) **How Rude**, Hodges/Walecka, 18.75; 4) **Tie**, Jimmy Wang, 19; 5) **Grinder**, Jeff Littfin, 20; 6) **White Knight**, Peter Szasz, 21; 7) **#4252**, Chris Moeller, 22; 8) **Electra**, Maisto/J. Perkins, 25; 9) **Poultry In Motion**, Chris Kelly, 31; 10) **Mo Betta Vu**, Cooper/Cook, 32. (25 boats)

OLSON 30 — 1) **Bottom Line**, Tony Pohl, 6.5 points; 2) **Wysiwyg**, Don Martin, 6.75. (4 boats)

SOLING — 1) **Second Edition**, Marcia Peck Mahoney, 3.5 points; 2) **WPOD**, Melinda Erkelens, 4.75; 3) **Lone Jack**, Susie Madrigali, 9. (6 boats)



LATITUDE/ROB

J-Fest West

The 11th J/Fest West was hosted by St. Francis YC on April 6-7. Thirty Js — the best participation ever — showed up for the relatively casual weekend. "This is the first time we've held the regatta anywhere but on the Estuary," explained promoter Don Trask. "It's meant to be a 'tune-up' for the summer racing, a chance to train crew and experiment a little."

Unfortunately, a few boats got more than they bargained for: Garth Page's J/24 was dismasted by a port-tacker and some sails were shredded, including a .75 ounce kite on Trask's J/35 *Redline*. "Actually, it was a real workout — especially for the bigger boats," claimed Trask. "But three short races a day was fun, and it put a real premium on boat handling."

Race manager Jim Taylor came out of 'retirement' to run the regatta, which consisted of five windward/leeward races and one longer triangle race. Shoreside activities included a beer bash after Saturday's racing and a champagne awards ceremony on Sunday. "Altogether, it was pretty good event," conceded J/Boat dealer Chris Corlett, who sailed on *Jarlen*. "It was especially nice to see the J/30s back together again."

J/24 — 1) **Casual Contact**, Don Oliver/Seadon Wilsen, 9.25 points; 2) **Mo Betta Vu**, Rob Cooper, 14; 3) **J-Walker**, Don Nazzal, 18; 4) **Hardtack**, Charles Allen, 21.75; 5) **Schvanstucker**, Peter Young, 23.5. (15 boats)

J/29 — 1) **In the Bagg**, Kevin Bagg, 3.75 points; 2) **Violation**, Noel Rodes, 18. (3 boats)

J/30 — 1) **Preparation J**, Jerry Tostenson, 5 points; 2) **Break Away**, Dale Mead, 9.75; 3) **Limelight**, Harry Blake, 15. (5 boats)

J/35 — 1) **Redline**, Bill Fawns/Don Trask, 9.25 points; 2) **Jarlen**, Bob Bloom, 9.5; 3) **Esprit**, Charlie Kuhn/Tim Russell, 9.75; 4) **Equanimity**, Randy Paul, 17. (7 boats)

North Bay Series

The first of three weekends in the new stream-lined 1991 North Bay Series was hosted by Martinez YC on April 20-21. Twenty-two boats signed up for the mostly light air, ebb-tide three race series, yet only 17 actually showed up. The two other regattas on this summer's North Bay circuit will be hosted by Benicia YC (June 15-16) and Vallejo YC (August 17-18). "Each regatta can be entered separately," explains MYC's Dave Jones. "We're looking for even more boats next time."

DIV. A — 1) **X-Ta-C**, Olson 29, Bill Sweltzer, VYC; 2) **Invictus**, C&C 40, John Webb, BYC; 3) **Freestyle**, C&C 33, Jones/Parker, BYC. (6 boats)

DIV. B — 1) **Summerwind**, O'Day 27, Jim Ness, VYC; 2) **Sleeper**, O'Day 27, Gary Cicerello, VYC. (3 boats)

DIV. C — 1) **Latent Image**, Dufour T/4, Slack/Coleman, VYC; 2) **Risky Business**, Santana 22, Tom Rolf, VYC. (3 boats)

DIV. D (Non-Spinnaker) — 1) **Catmandu**, Catalina 38, Glenn Jurzick, MYC; 2) **Stress Therapy**, Newport 30, Les Mirkovich, BYC; 3) **Easy Goer**, Hunter 37, Richard Ross, MYC. (5 boats)

The Nautical Big Game

Cal Berkeley defeated Stanford, 3-1, to retain the 'Nautical Axe' in this year's best-of-five match race series sailed on the Berkeley Circle on April 13. Using borrowed Olson 30s (Tony Pohl's *Bottom Line* and Dave Oliver's *Zephyros*) with identical sail inventories, the teams switched boats after each race. "Every effort was made to make the match as even as possible," claimed Frank Laza of the sponsoring Berkeley YC.

Stanford, led by hot freshman skipper Scott Sellers of Michigan, took the first race in gentle 10-knot breezes. By the second race, the wind had built to 20-25 knots, enough to shred Cal's only spinnaker while

J/Fest West was an opportunity to try new and creative methods of spinnaker handling.



LATITUDE/ROB

they were leading. The on-the-water judges, led by Bobbi Tosse and Kirt Brooks, ruled 'gear failure' (rather than 'operator failure'), so that race was abandoned. The remainder of the series was sailed without spinnakers.

Stanford fouled Cal just before the start of the next race, allowing the Bears to charge away and even the series at 1-1. The pre-start maneuvers became increasingly more aggressive, with Stanford controlling Cal in the next heat, but Cal



LATITUDE/ROB

Double take: a pair of Div. VI boats pass under the Golden Gate Bridge in this year's fast and easy Doublehanded Farallones Race.

skipper (and former Richmond YC junior sailor) Seadon Wijsen found the groove upwind and arrived at the mark 3 boat-lengths ahead of Stanford. Hanging onto that lead over the short triangle/windward/leeward course, Cal made it 2-1. Wijsen, increasingly confident, put the series away in the next race, leading pin-to-pin.

"It was a little boring without spinnakers," allowed Seadon, who will graduate next month. Wijsen, incidentally, had a heck of a month: the weekend before, he dominated the J/Fest West Regatta on the J/24 *Casual Contact* and the weekend after he came in a close second (to University of R.I.) in the prestigious Kennedy Cup in Annapolis. The latter event, sailed in the Naval Academy's Luders yawls, is the unofficial collegiate big boat championship.

Doublehanded Farallones

Owner Peter Hogg and designer Jim Antrim, sailing their 40-foot trimaran *Aotea*, obliterated the course record in the Bay Area Multihull Association's 12th Annual Doublehanded Farallones Race on April 20. They finished the 58-mile course in 4 hours, 8 minutes, knocking 90 minutes off the old record at an average speed of 14 knots. "We had just the right weather — flat water and a 10-15 knot southerly," said Peter. "The tides were favorable, too."

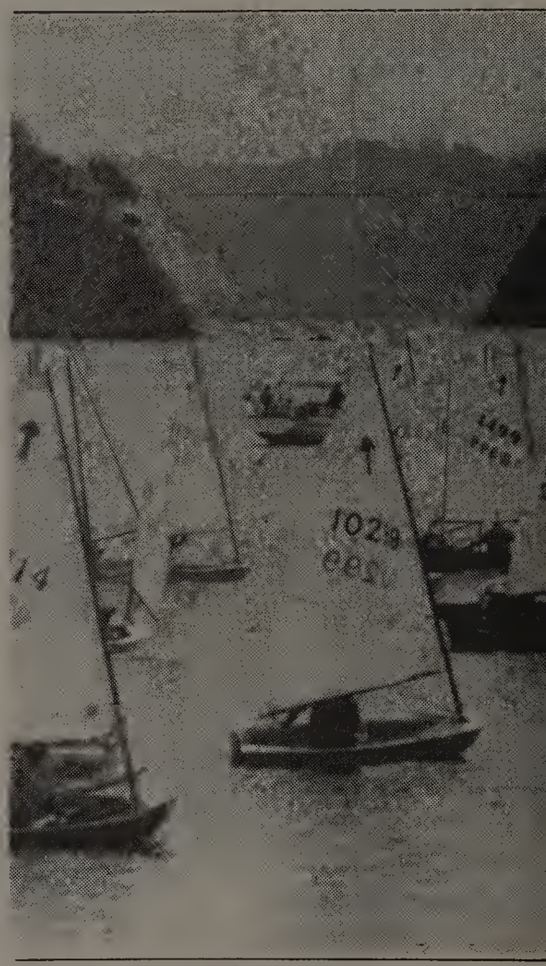
The first monohull to finish was Jim and Sue Corenman's 50-footer *Heart of Gold*, posting a 6 hour, 37 minute round trip. Corrected time honors, however, went to a David in this fleet of Goliaths: *Pajarita*, Rob MacDonald 60-year-old Golden Gate, took first overall by 11 minutes over John Hauser's Cal 29 *Wherewolf*. Crewing for MacDonald was John Peterson, who was literally sailing his first ocean race.

DIV. I — 1) **Cheers**, Olson 30 mod., Carl Nelson; 2) **Paso Doble**, Olson 29, Rod Leon; 3) **Miss Conduct**, Olson 29, Tom Mason; 4) **Heart of Gold**, Schumacher 50, Jim & Sue Corenman; 5) **Tsiris**, Olson 29, Dan Nitake. (12 boats)

DIV. II — 1) **Snafu-U**, Moore 24, Mark Berryman; 2) **Anna Banana**, Moore 24, Joe Durrett; 3) **Locomotion**, Express 27, John Amen; 4) **Summer Palace**, Express 27, Hunt Conrad; 5) **Quicksilver**, Moore 24, John Siegal. (10 boats)

DIV. III — 1) **Svendia**, Carrera 38, Bruce Schwab; 2) **Kotuku**, Farr 12.20, Billy Erkelens; 3) **Punk Dolphin**, Wylie 39, Jon Livingston; 4) **Sweet Okole**, Farr 36, Dean Treadway; 5) **Grey Ghost**, Zaal 38, Doug Grant. (14 boats)

DIV. IV — 1) **Route Du Vent**, Cheoy Lee 43, Peter Wolcott; 2) **Wave Runner**, Tartan Ten, Krawiec Campbell; 3) **Tinsley Light**, Santana 35, Hank Grandin; 4) **Vitesse**, Beneteau 35.5, Eric Nequist; 5) **Flexible Flyer**, Santana 35, Paul Vervenlotis. (11 boats)



DIV. V — 1) **Pilot**, Mull 35, Seth Alspaugh; 2) **Spectre**, Columbia 45, Harold Wright; 3) **Alert**, Wylie 36, Mike Lingsch; 4) **Hot Flash**, J/30, George Kokalis; 5) **Windwalker**, Islander 36, Bill DeMeulenaere. (29 boats)

DIV. VI — 1) **Wherewolf**, Cal 29, John Hauser; 2) **Intrepid Fox**, Cal 3-34, Ken Richards; 3) **Chelonia**, Yankee 30, Ed Ruszel; 4) **Retrograde Motion**, Catalina 30, Frank Nemeth; 5) **Fat Cat**, Catalina 30, Seth Bailey. (19 boats)

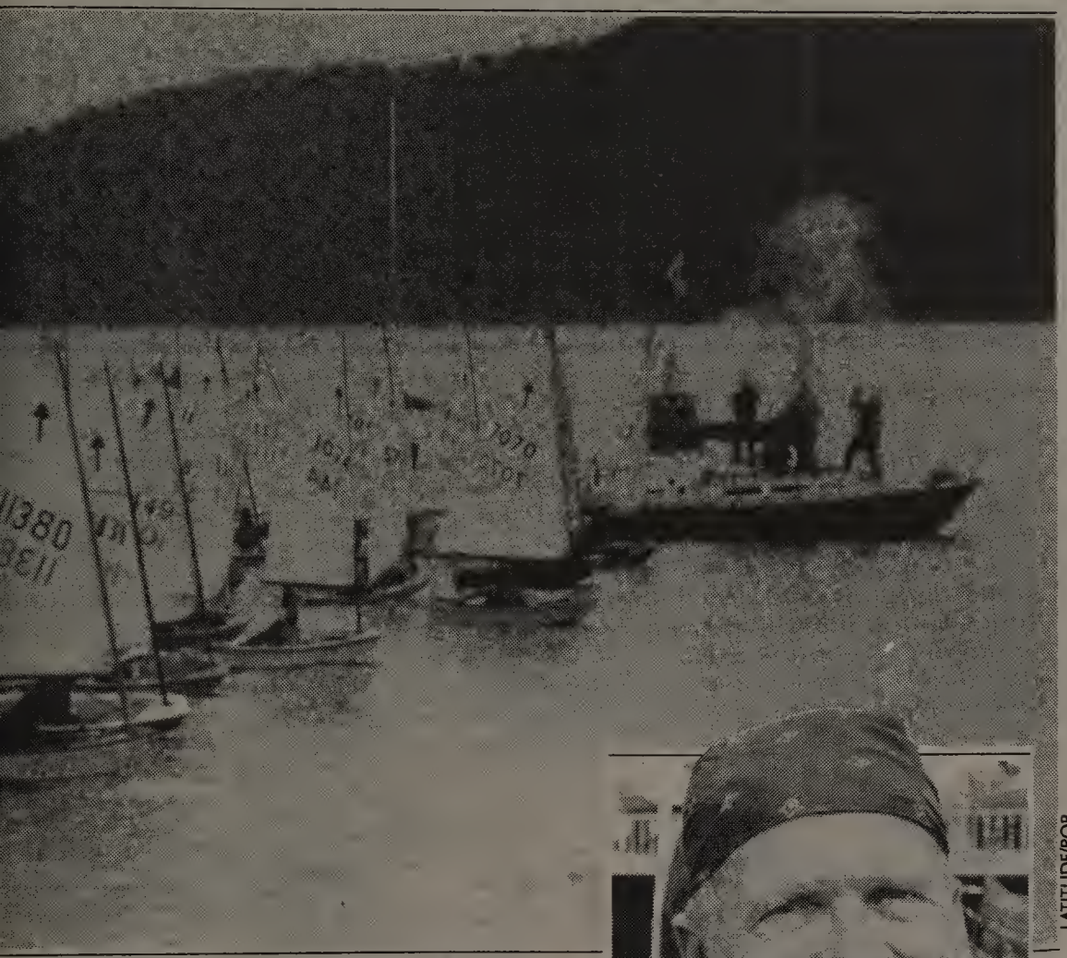
DIV. VII — 1) **Pajarita**, Golden Gate 25, Rob MacDonald; 2) **Foray**, Nichols 28, James Fryer; 3) **Reliance**, International Folkboat, Reed Overshiner; 4) **Current Asset**, Islander 30 Mk. II, John Bowen; 5) **Windfall**, Ranger 26, Roy Kinney. (16 boats)

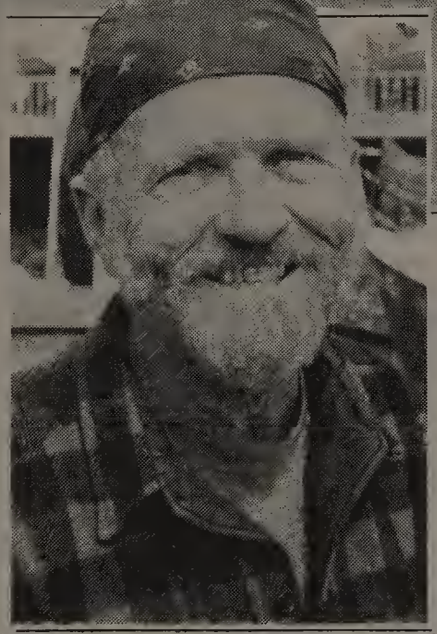
MULTIHULLS — 1) **Sundowner**, Buccaneer 33, Joe Therriault; 2) **Aotea**, Antrim 40, Peter Hogg; 3) **Wingit**, F-27, Ray Wells; 4) **2 Up**, Crowther 10-M, Ray Walker; 5) **Three Play**, F-27, Rob Watson.

OVERALL — 1) **Pajarita**; 2) **Wherewolf**; 3) **Foray**; 4) **Reliance**; 5) **Intrepid Fox**; 6) **Current Asset**; 7) **Windfall**; 8) **Chelonia**; 9) **Retrograde Motion**; 10) **Venga**. (118 boats)

Bullship Race

Sailmaker Jim Warfield of the Stockton Sailing Club won his third Bullship Race





LATITUDE/ROB

The start of the Bullship Race in Sausalito. At right, overall winner Willie Nelson. Okay, we're kidding — that's actually Jim Warfield.

over a 55-boat field on the morning of April 6. "My strategy was simple," admitted the mellow Ditch sailor. "Get in front of Henry (Jotz) and stay there!" (*Ed. note* — A week later, Warfield's luck ran out, as his 5.5 Meter *Chaos* was dismasted by a 35-knot puff during a StkSC race.)

Finishing third behind the two Toro masters was RYC's Vaughn Seifers, who took the Maiden Voyager Trophy in the process. Diane Kroll of the San Jose Sailing Club finished 11th, winning the First Woman Finisher Trophy.

1) Jim Warfield; 2) Hank Jotz; 3) Vaughn Seifers; 4) Al Kenstler; 5) Ron Locke; 6) Jim Cozine; 7) Aad Rommelse; 8) Pete Blasberg; 9) George Martin; 10) Jeremy Merrill; 11) Gil Gilluly; 12) Diane Kroll; 13) Mark Adams; 14) Vicki Gilmour; 15) Bonnie Rankin; 16) Ian Murray; 17) Arnold Quan; 18) Gail Yando; 19) Rich Staub; 20) Charles Kelser; 21) Russell Schroff; 22) Jim Gladstone; 23) Dan Seifers; 24) Dennis Silva; 25) Steve Decatur. (55 boats)

Singlehanded Farallones

Familiar faces popped up at the tops of their classes in this year's gentle Singlehanded Farallones Race, sponsored by the Singlehanded Sailing Association on March 30. "There's a hardcore group of singlehanders who have this race pretty well figured out," explained perennial class winner Mike Lingsch of *Alert*. "The trick is to let the autopilot steer on the way out while you trim to the wind oscillations and try to stay rested. You have to hand-steer all the way in, and that's where you've got to really push."

For Lingsch, who also lives aboard his beautifully appointed Wylie 36, the hardest parts of the race were before and after: "The night before, as we motored over to Saint Francis YC, the engine blew up, filling the cabin with soot and water. At first I thought we were sinking," said Mike, who raced the next day despite the broken motor. After the race was another fiasco: "I almost parked *Alert* at the Marina Safeway," laughed Lingsch. "It was a real mess getting the spinnaker down in the wind, and the boat kept rounding up towards the breakwall."

Otherwise, the trip for Lingsch — and the rest of the 57-boat fleet — was a cakewalk. Mostly light southerly breezes turned the race into a reach both ways. *Aotea*, Peter Hogg's big trimaran, led the fleet home at 6:25 p.m., with everyone else finishing after dark. The last boat in, Michael Jefferson's Yamaha 33 *Foxx Fyre*, crossed the line at 1:24 Sunday morning. Division 4 boats, led by John Hauser's Cal 29 *Wherewolf*, swept the top four places overall.

"Conditions were optimal for my boat," admits John. "It was a no-brainer." However, his first Singlehanded Farallones Race may also be his last: Hauser is dangerously close to being transferred to the East Coast and *Wherewolf*, his live-aboard home, is "reluctantly" for sale. "Some people spend their lives trying to win this race," said Hauser. "I was lucky to win it on my first try."

DIV. I (multihulls) — 1) **Sundowner**, Buccaneer 33 trl, Joe Therriault; 2) **Pegaeus**, F/27, Andrew Pitcairn; 3) **Triptych**, F/27, James Bradfield. (7 boats)

DIV. II — 1) **Svendie**, Carrera 38, Bruce Schwab; 2) **Bird**, Swede 55, David Poole; 3) **Nidaros II**, Santana 30/30, Bjarne Junge. (5 boats)

DIV. II (ULDB) — 1) **My Rubber Ducky**, Hobie 33, Lee Garami; 2) **Cheers**, Olson 30 mod., Carl Nelson; 3) **Foamy**, Moore 24 SC, Ken Walters; 4) **Red Strips**, Sonoma 30, Buz Sanders; 5) **Quest**, Olson 30, Chuck Von Schalscha. (14 boats)

DIV. III — 1) **Alert**, Wylie 36, Mike Lingsch; 2) **Chesapeake**, Merit 25, Jim Fair; 3) **Pelagic Fantasy**, Newport 33-PH, Richard Holway; 4) **Footloose**, Hotfoot 27, Joseph Marra; 5) **Stuff**, Chaser 33, Stan Thomas. (16 boats)

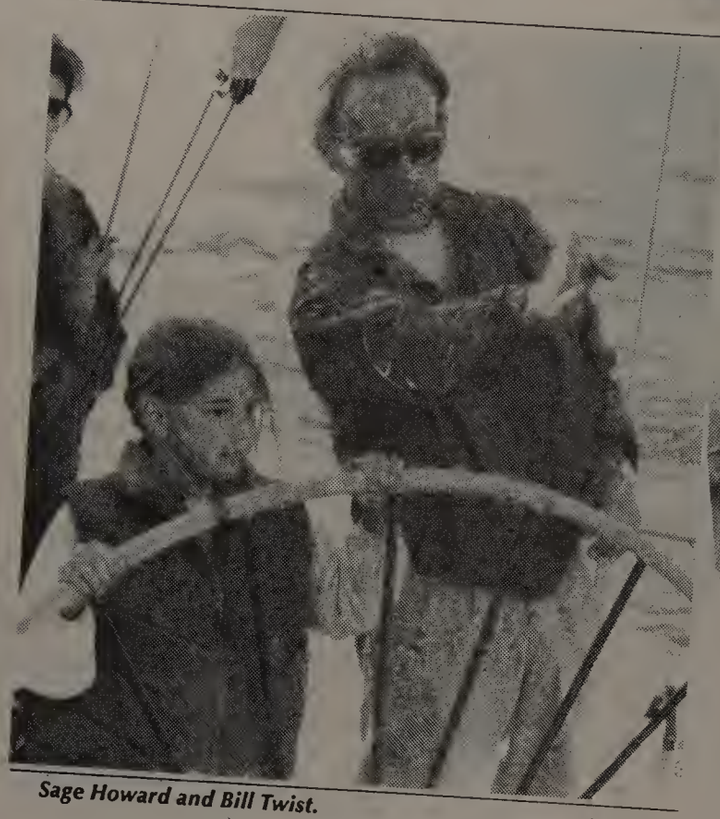
DIV. IV — 1) **Wherewolf**, Cal 29, John Hauser; 2) **Pajarita**, Golden Gate, Robert MacDonald; 2) **Reliance**, International Folkboat, Reed Overshiner; 4) **Zephyr**, Cal 2/27, Bruce Nesbit; 5) **Chelonia**, Yankee 30, Ed Ruszel. (16 boats)

OVERALL — 1) **Wherewolf**; 2) **Pajarita**; 3) **Reliance**; 4) **Zephyr**; 5) **Svendie**; 6) **Chelonia**; 7) **Bird**; 8) **Alert**; 9) **Impossible**; 10) **Chesapeake**. (49 finishers)

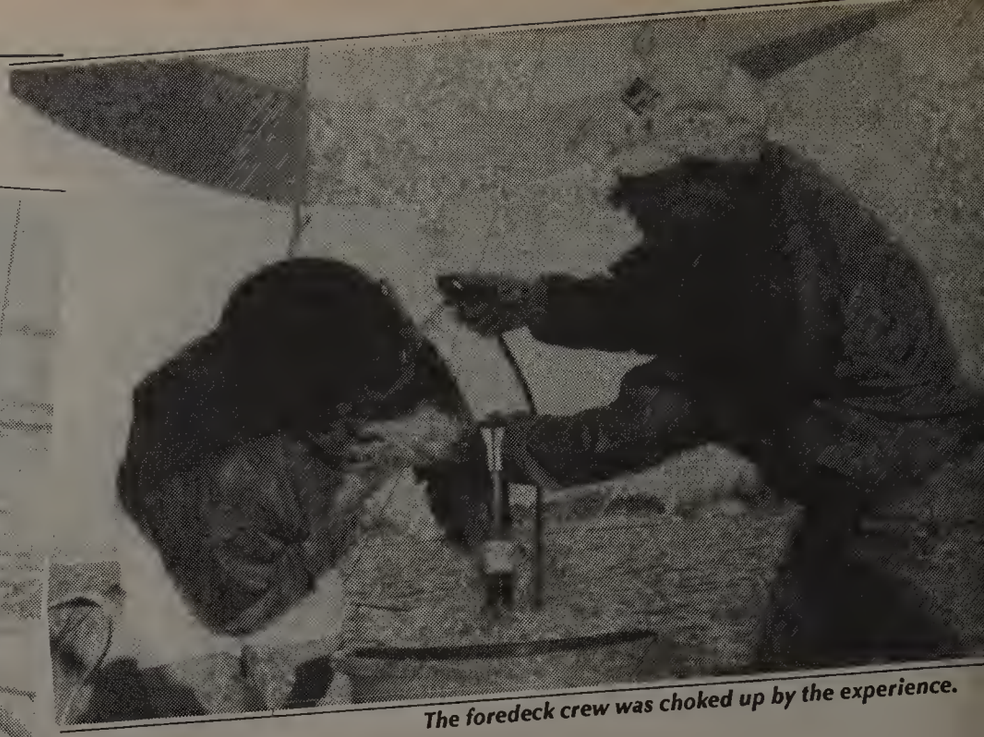
Race Notes

Flash! As we went to press, 31-year-old Frenchman Christophe Augin (*Groupe Sceta*) poured it on at the finish to win the **BOC Challenge 1990-91** over compatriot Alain Gautier (*Generali Concorde*). Augin's time on the 27,000-mile race track

THE RACING



Sage Howard and Bill Twist.



The foredeck crew was choked up by the experience.

End of an Era: The accompanying pictures were taken on the 'last ride' of the **Blade Runner** *on April 7. Twenty-six people, ourselves among them, joined Bill Twist and his family for a final spin around the Bay on his famous seven-year-old Reichel/Pugh 47. The following day,* **Blade Runner** *left for Santa Barbara, where she will be campaigned by new owner Jim Cushman. Was Twist sad to see his steed head south? "No way," laughed Bill. "Blackaller always said 'never go to sea in a boat whose length is less than your age'. I'll be 48 in a few months, so I sold it just in time!"*

was 120 days, 22 hours and 36 minutes. For his efforts, Augin was awarded $100,000, a pittance compared to the endorsements he should be able to pick up for his feat. American Mike Plant (*Duracell*) is running fifth on this leg.

We'll run the complete results next month. Once more, if you have a FAX, you can get daily written reports by dialing 1-201-221-1716 and following instructions. Also, program your VCRs for the ESPN coverage of Leg Three (Sydney-Punta Del Este) on May 3 and 22.

Satisfaction guaranteed: Jeff Madragali, sailing *Satisfaction* along with Jeff Wayne and Dave Gruver, topped a hot 30-boat **Etchells 22** fleet on April 7 in the first regatta that counted towards qualifying for the E-22 Worlds (August 8-16). Richmond YC hosted the three-race regatta on the Berkeley Circle. Madro, who put together a stellar 1,3,4 record, was followed by: 2) Don Jesberg, 13 points; 3) Jim Coggan/Craig Healy, 13.5; 4) Mike Lahorgue, 14; 5) Scott Easom, 15; 6) Hank Easom, 21; 7) Patrick Adams, 28; 8) Russ Silvestri/Bill Barton, 28; 9) Chris Perkins, 32; and 10) Kers Clausen, 39. Other regattas which count towards the Worlds are the recent Resin Regatta, the Volvo Regatta and the PCCs (June 1-2). Incidentally, the E-22 Powers-That-Be unexpectedly nixed the proposed 660 pound crew weight limit for the upcoming Worlds — once again, there will be no limit on crew beef.

Down to a dozen: Monterey Peninsula YC's 28th annual **Ano Nuevo Race** attracted only 12 boats to the starting line on April 13. First home in the mellow 78-miler was Jim Ryley's spanking new SC 70 ***Mirage***, which beat sistership *Mongoose*, being sailed by Jack Halterman and Zan Drejes, by an improbable 45 minutes. *Mirage*'s time of 10 hours, 19 minutes, was well off the record pace of 7:17:35 set by *Pandemonium* in 1987. Among the all-star cast on Ryley's new boat that day were Skip Allan, Jay Crum, Gordon Clute, Dave Hodges, Andre Lacour, and Bob Smith. Overall and Class B winner was *Shock Wave*, Jerry Stratton's Santana 35, followed by *Marrakesh* (Express 34, Brad Bini) and *Grand Jete* (Soverel 33, Jim Coover).

Man of Steele: the **1990 W. Van Alan Clark, Jr. Trophy**, USYRU's national sportsmanship award, went this year to 33-year-old boardsailor **Scott Steele** of Annapolis. Steele, a 1984 Olympic silver medalist, earned this towering distinction for his all-around good-guy player/coach/guru stature among the United States boardsailing community. But there was also a specific incident that cemented the deal for Steele: at last summer's Goodwill Games in Seattle, Scott's toughest competitor, Grzegorz Myszkowski of Poland, was erroneously scored PMS in the fifth race. Unseen by the judges, Myszkowski had actually restarted the race correctly — a fact which Steele testified to, effectively giving the gold medal to the Polish boardsailor. Steele settled for the silver, claiming "it was the right thing to do". Congratulations to Scott Steele, a fair player from the sound of it.

School days: only nine California high schools fielded teams for the **High School Pacific Coast Championships** on April 13-14. Stanford University hosted the moderately breezy regatta, which was held in FJs off Redwood City. As expected, teams from Newport Beach and San Diego dominated the 9-race event, while the two NorCal entrants — Redwood High School of Marin and Santa Cruz High School — finished, unfortunately, in the cheap seats. Sailing for Redwood were skipper Josh Hardesty and Casey Fitzgerald in 'A', while John-O Walsh and crew 'Chip' Turner sailed in 'B'. Representing Santa Cruz were Scott Lechner, Jeff Regan, Ben Gersick and Greg Bruland. The top four teams qualified for the High School Nationals. Final results: 1) Newport Harbor, 45 points; 2) University (San Diego), 57; 3) Torrey Pines (San Diego), 64; 4) Corona Del Mar, 66; 5) Point Loma, 67; 6) Redwood, 108; 7) San Pedro, 127; 8) Miraleste, 133; 9) Santa Cruz, 149.

Hawaiian holiday: eight more entries have trickled in for the **36th Honolulu Race** (The Transpac) since we listed the first 29 boats in *The Racing Sheet* two months ago. They are Bob Lane's Andrews 54 *Medicine Man*; John DeLaura's SC 70 *Silver Bullet*; Davis Pillsbury's SC 70 *Holua*; Les Crouch's N/M 68 *Maverick*; Bay Area Tartan Ten sailor **Lambert Thom**'s chartered SC 50 *Ralphie*; Alan Harbour's Swan 51 *Harlot*; Mike Farrah's Spencer 62 *Ragtime*; and Mitch Rouse's R/P 68 *Taxi Dancer*. TransPac spokesman Tom Witherspoon says they expect "about 45" boats to cross the two starting lines on June 27 and June 29.

Making the grade: selection of the **1991**



Other crewmembers were overcome with emotion.

LATITUDE/ROB



'Blade Runner' sails into the sunset. Twist has no immediate plans to get a new boat; in fact, he's currently taking golf lessons.

U.S. Sailing Team in three classes (of 10) is complete. The Finn team, listed in order of ranking, will be comprised of Brian Ledbetter (San Diego), Mark Hermann (Seattle), Alec Cutler (Madison, CT), **Trevor Gleadhill** (San Jose) and Rich Byron (Los Alamitos, CA). The Flying Dutchman squad consists of number one ranked Paul Foerster (Forney, TX), Adam Werblow (Lexington Park, MD), Allen Kruger (Gales Ferry, CT), J.B. Braun (Marblehead) and Rob Evans (Excelsior, MN). The Tornado quintet is led by Pease and Jay Glaser (Long Beach), along with Hans Barth (Ft. Lauderdale), James Sudomier (Utica, MI), Bruce Blalock (Houston) and Doug Graf (Houston). The rest of the U.S. Sailing Team will be announced in the upcoming months.

Thirtysomething: the **Open 30 Class** (ex-Ultimate 30s) will go at it again during StFYC's Stone Cup on May 17-19. At least seven 30s are planning to compete: five local boats (*Albatross*, *Hexcel*, *Pt. Richmond*, *Spot Sport* and *Ziti*), Connecticut's *Chattanooga Chew* and a new boat from Seattle. The event, which will be for an as-yet undetermined pot of prize money, will be filmed for later viewing on prime time TV by IPA Sports. If watching violent crash 'n burn sailing is your kind of fun, don't miss this cityfront showdown. We'll be there!

Brave new world: in a landmark decision, the venerable **Cruising YC of Australia** recently voted to allow advertising on spinnakers in all events hosted by their club in the '91-92 season, including the Southern Cross Series and the Sydney-Hobart Race. Their decision — a harbinger of things to come in the States? — follows last year's bitter controversy in the Sydney-Hobart Race surrounding the maxi *Rothmans*, which was penalized for inadvertently (wink, wink) flying a kite with their sponsor's logo on it. The irony of it all!

Windy day on the South Bay: 22 boats sailed in the second heat of the **South Bay Yacht Racing Association**'s 8-race series on April 6. Hosted by San Leandro YC, the 15.7-mile course saw winds up to 30 knots at the finish. Winners in each class were: Div. A — *Spectra*, Columbia 45, Hal Wright (7 boats); Div. B — *Dolphin*, Cal 2-30, Carl Huber (5 boats); Div. C — *Sundancer*, Catalina 27,, Robert Carlen (4 boats); Div. D — *Leeward*, Catalina 30, Jim Balestra (6 boats). The next SBYRA race will be hosted by Spinnaker YC on May 4.

No kidding? *Just Kidding*, a Santana 22 sailed by Sue Gombassy won the women-only **Encinal Belles Regatta** on April 20. The fledgling event attracted a small but enthusiastic 5-boat fleet for the one-race 'regatta' on the Estuary. Carolyn Thurman was second (*No Slack*, Olson 25); Shirley Temming came in third (*Showtime*, Olson 25).

Collegiate wrap-up: the **North Series** recently concluded with the top five colleges (in order: Stanford, Berkeley, Cal Poly, UC Santa Cruz and Sonoma State) qualifying for the PCCs in San Diego on May 4-5. They'll face the five best teams from the South Series as well as the University of Hawaii. The team racing PCCs will be held the day before (Stanford, Berkeley and Cal Poly will represent the north), while the women's PCCs already occurred at Berkeley on April 27-28. Top finishers will advance to the Collegiate Nationals at Tulane University (New Orleans) in June.

Nationally, **Brown University** is ranked number one, followed by Navy and UC Irvine. The big news, however, is that four other West Coast teams have broken into the top 20 (Stanford jumped to 8th; Berkeley is 12th; USC is 15th; Hawaii is 18th). "This is the first time in recent memory that the West Coast has ranked this high," said Stanford sailing coach **Blake Middleton**. "We're finally getting some of the respect we deserve!"

In the better late than never category: Dennis Dugan and a rockstar crew from Newport Harbor YC won the **1991 Sir Thomas Lipton Cup Challenge** on March 22-24 over 6 other teams. Emblematic of the Southern California 'big boat' fleet racing championship, the 3-race regatta was sailed in Long Beach YC's fleet of spiffy Catalina 37s (rather than IOR battleships, as years past). Trailing Durgan, in order, were Peter Isler (San Diego YC), Mike Elias (Long Beach), Ken Keiding (Santa Barbara), Neil Baker (HHYC) and Dick Stratton (SWYC).

Off to see the Wizard: this year's **Plaza Cup**, hosted by Monterey Peninsula YC and the Plaza Hotel in Monterey, is scheduled for September 7-8. "We're subtitling this one the '**Bill Lee Regatta**'," said MPYC's Jerry Stratton. "We're inviting Santa Cruz 70s, 50s, 40s and 27s. The

THE RACING SHEET



LATITUDE/ROB

Still life: men with facial hair staring at sails. Action (?) on board the J/35 'Esprit' in Corinthian YC's first Friday night beer can race.

Wizard — hopefully in uniform — will be there as our guest of honor." Sounds like fun, although it's arguably a little close to the **Big Boat Series** (Sept. 12-15).

The Santa Cruz score: the first of four races in the spring **Santa Cruz Ocean Racing Extravaganza** (SCORE) took place on April 7. Winners of the 18.9-mile race follow: Class A — 1) *Mirage*, SC 70; 2) *Daisy*, SC 40; 3) *Red Hawk* (ex-*Mimi B*), SC 40 (8 boats); Class B — 1) *Stray Cat*, Olson 30; 2) *Summertime*, Moore 24; 3) *Wild Thing*, Express 27 (17 boats); Class C — 1) *By Design*, Olson 25; 2) *For Sure*, Santana 22; 3) *Surge II*, Santana 22 (6 boats). The next Ocean Extravaganza is on the calendar for May 5.

Catalina earlybirds: 15 boats are already signed up for MYCO's 13th annual **Oakland to Catalina Race**. They are *Limerick* (Bristol 40), *Wavewalker* (Ericson 38), *Intrepid* (Freedom 36), *Dolphin Dance* (Baltic 43), *Hot Bottom* (Freedom 36), *Locomotion* (Express 27), *Finale II* (Sabre 42), *Aniara* (Swan 38), *Gate Crasher* (C&C 41), *Wildcat* (Olson 30), *La Boheme* (Hunter Legend 37.5), *Expressway* (Express 27), *My Rubber Ducky* (Hobie 33), *Jarlen* (J/35) and *Bingo* (CF 37). Most of the big boats capable of beating *Winterhawk*'s 1989 record time of 35 hours, 11 minutes will be off doing the TransPac, so it's unlikely any records will fall. Call race chairman Tony Fraga (865-3994) for details and entry forms.

The Wright way: Richmond YC's Lynn Wright piloted her Express 37 *Spindrift V* to a relatively easy victory in the **Anne Shellabarger Race**, a women-only event sponsored by the San Francisco YC on April 7. Finishing second and third in the six-boat fleet were Susie Madrigali (*Stormtrooper*, J/24, SFYC) and Sue Gombassy (*Chesapeake*, Merit 25, Encinal YC). In SFYC's concurrent **Harold Rosenblum Race** — one of their big club-members-only races — *Albatross*, Colin Case's sleek Ultimate 30, bested a 15-boat fleet. Second was *Amante* (Rhodes 19, Kirk Smith); third went to *Last Chance* (Ranger 23, Roger Eldridge).

Carr crash: Seattle YC will host the annual **Jesse L. Carr Sailing Championship** on June 27-30. This year's racing, for skippers over 50 year old and crews over 40, will be in J/35s. The Bay Area will hopefully be represented by defending champion Don Trask, but no one else is liable to go. Unlike past years, there will be no elimination series to decide who goes — and taking a J/35 team to Seattle for four days is too pricey a deal (apparently even for the StFYC). "Anyway, no one cares anymore," we were told by an anonymous source. "PICYA has been taken over by powerboaters and they've subsequently quit the Pacific Coast Yachting Association (the sponsors of the Carr). YRA looks equally unexcited about being part of PCYA anymore, or sending someone to the regatta." Our solution? Call the whole thing off and let Trask, the winner of the last four Carrs, keep the trophy.

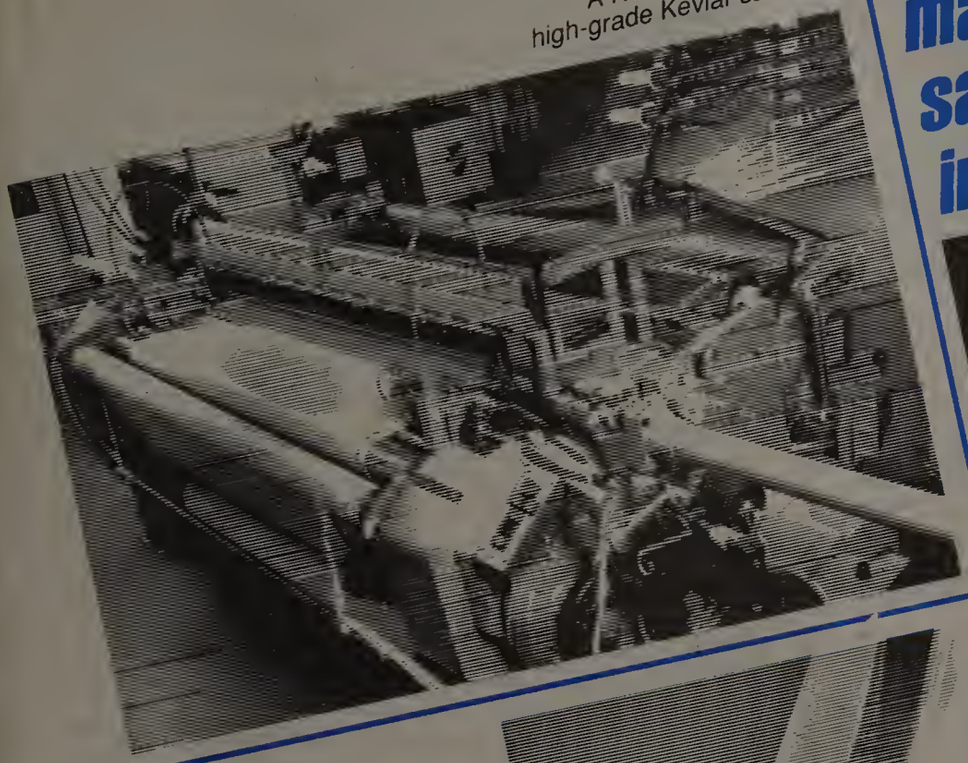
Small stuff: Fourteen 505s and seven I-14s competed in a **St. Francis YC Dinghy Invitational** on April 20-21. Winners of the five race (no throwout) Cityfront series follow: 505s — 1) Jim Wondolleck/Jay Kuncl, 13.75 points; 2) Jeff Miller/Bruce Heckman, 17; 3) Patrick Andreasen/Dave Shelton, 20.5; 4) Bruce Edwards/Meade Hopkins, 23; 5) Bill Jager/Robert Park, 27 (14 boats). International 14s — 1) Zach Berkowitz/Peter Mohler, 5 points; 2) Mark Starratt/Ernie Bertram, 11.75; 3) David Klipfel/David Berntsen, 20. (7 boats)

Clean sweep: Richmond YC juniors took the top spots in the 1991 Area G **USYRU Junior Sailing Championships** elimination series on April 6-7. Hosted by NCYSA and San Francisco YC, the event was sailed on Richardson Bay. Winning the Sears Cup trials in Thistles was skipper **Matt McQueen** (with Rowan Fennell and Krysia Pohl); **Will Paxton** and crew Ken Crawford won the Bemis Trophy trials in FJs; and **John-O Walsh** won the Smythe Trophy trials in Laser Radials. These pebblestars will advance to the finals at Mentor Harbor YC (Cleveland, Ohio) on August 16-24.

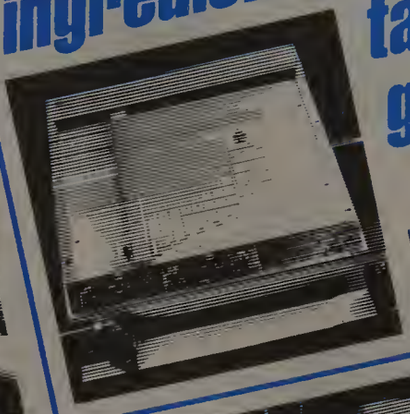
A rose is a rose: the hot topic on the agenda at this fall's annual general meeting of USYRU in Stamford, Conn., is the proposed name change of the organization from USYRU to the "**United Sailing Association, Inc.**" One-design sailors and new constituencies (windsurfers, multihulls, etc.) are in favor of the change, while the offshore and yacht club groups appear opposed. The idea behind the change is "to reflect sailing's broad-based activity", and professional help is being used to investigate various alternative names — with an eye towards "maximizing marketing opportunities", of course. Got too much time on your hands? Get involved!

Red Star rising? The official line remains that the 'halftime show' at this year's **Volvo/San Francisco Regatta** (May 25-27) is a series of match races between two America's Cup teams, Bill Koch's *America 3* and the Soviet *Red Star* Syndicate. This despite the recent death of *Red Star* head Viktor Hendrikson in a helicopter accident and the team's withdrawal from the IACC Worlds. If it happens, the racing is scheduled to occur in Express 34s (*Expeditious* and *Sunday Punch*) off Marina Green following the first two races of the Volvo Regatta. The boats will be sailed by 8-man crews, with Buddy Melges skippering for the Americans and Guram "Biggie" Biganishvili steering for the Russkies. Great cause, great *glasnost*, but we'll bet a bottle of Stoli it doesn't happen.

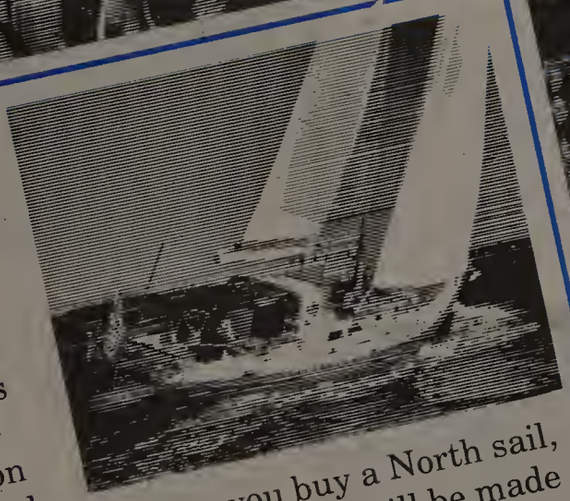
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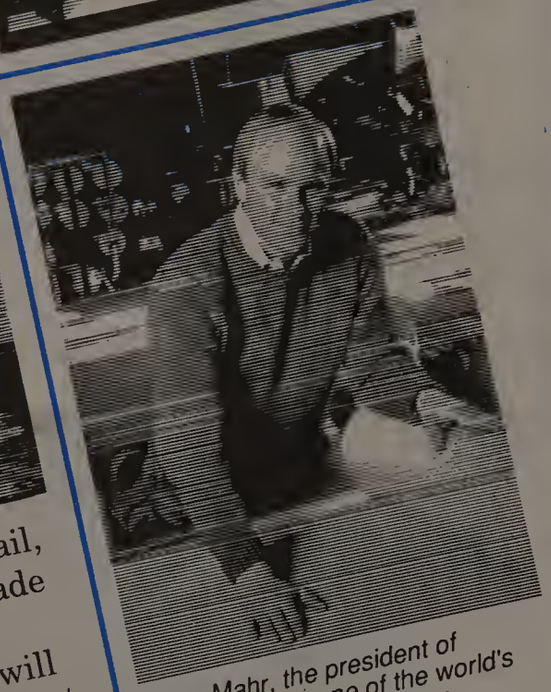


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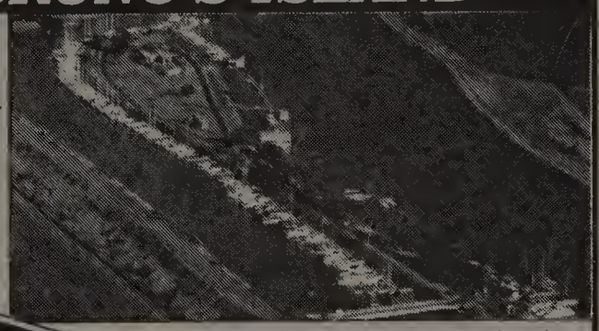
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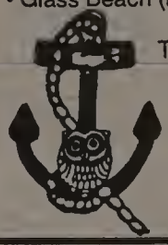
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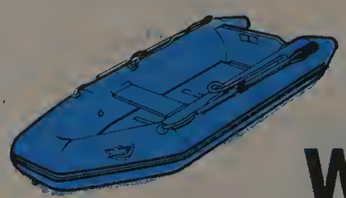
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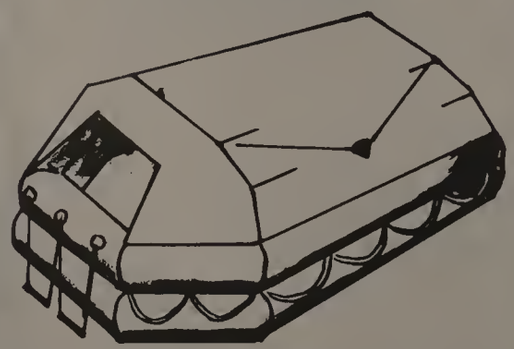
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CHANGES

*With reports this month on rounding **Cape Horn** and cruising **South America**; sailing through a '**haru ichiban**' off **Japan**; news from the land of coffee growers and drug lords (**Panama** and **Colombia**); characters of the **South Pacific**; a report on a couple who has been happily cruising for 15 years; fun times in **Zihuatanejo**; cruising mainland **Mexico**; and a plethora of **cruise notes**.*

Confetti — Farr 44
Richard & Sheri Crowe
Rounding Cape Horn
(Anaheim)

Perhaps sailing around Cape Horn isn't that difficult after all — especially if you approach it from the Beagle Channel and watch the weather. Richard and Sheri Crowe report that between 50 and 75 private yachts do it each year. They themselves did it twice in one year, and the first time they did it in the company of three other yachts.

The Crowes have been sailing together since they met nine years ago. Richard was teaching sailing at Orange Coast College in Newport Beach, while Sheri, a Disneyland employee, was taking a sailing class from another instructor. But fraternization happens, and after a month of dating the two flew to England, Richard to help bring the Whitbred 'Round the World Race veteran, *Alaskan Eagle* back to Newport Beach (the boat had been donated to Orange Coast College and has been a mainstay of the sailing program ever since), and Sherri to see him off. But when the cook's position unexpectedly became available, Sheri, despite no onboard cooking experience, got the job.



COURTESY CONFETTI

Sheri Crowe poses with a chunck of Chilean glacier. Staying warm wasn't a big problem — except when their hands got wet.

Since that time the two have worked six months a year keeping the Orange Coast College fleet in order and crewing on *Alaskan Eagle's* far-ranging summer cruises. Despite all that summer sailing, the Crowes longed for their own boat. Richard had previously owned a heavy displacement Alajuela 38 that he'd never sailed past Catalina, but *Eagle* had spoiled them for ever owning another boat like that. "Once you're used to 225-mile days, you'd go crazy if you crept along at 125 miles a day," Sheri explains. Their solution was to build a lightweight (15,000 pounds) Farr 44, a boat that could cover a lot of ocean fast with a shorthanded crew.

They laid the keel for the cold molded *Confetti* in September of 1986 and dropped the unfinished boat in the water 2½ years later. In November of 1989, having sailed the boat a grand total of two hours, they and friend Greg Nelson headed straight for Cabo. Once they started sailing, they damn near didn't stop. From Cabo they sailed non-stop to Acapulco (where Nelson got off), rested for seven days, sailed non-stop to the Galapagos, stopped for 72 hours, then sailed 21 days non-stop to Valparaiso, Chile. "We really could have used an autopilot," says Sheri, in an understatement the size of the Pacific



Ocean.

You can't expect much from port officials when you arrive on Christmas morning, but the Crowes were treated wonderfully in Valparaiso. A shoreboat operator had seen them come in and gave them a ride to shore. Then the port officials called the local yacht club and made sure an English-speaking member was there to help them get settled.

"These were the first people we met in Chile," says Richard, "and they all treated us wonderfully." And this was not to be an exception to the rule. "We've never met so many wonderful people as in Chile," agrees Sheri.

Having arrived in Chile, they cut their once-frantic pace down to about 60 harbor-hopping miles a day. While foreign boats are required to check in at every port, the officials were friendly, and the requirement gave them the opportunity to meet even more warm-hearted Chileans. One of their favorite stops was Valdivia, located a little ways up a river and home to Chile's first yacht club. The Crowes recommend this as an excellent place for South America cruisers to put a yacht in



LATITUDE/RICHARD

Richard and Sheri carried the flag from Newport Beach, around Cape Horn twice, and up to the West Indies.

storage.

Joined by friends Tom and Laura Garbett, at Puerto Mott they began sailing down through 900 miles worth of spectacularly scenic archipelagos to the Beagle Channel and Cape Horn. In many ways the area reminded them of the area between the San Juans and Alaska. Both had been to Glacier Bay aboard *Eagle*, and now they visited the rare tidal glaciers of Chile.

Puerto Williams, near the southern tip of Chile, is where all the boats gather prior to rounding the Horn. Having not seen another sailboat in 900 miles, it was great to meet the others about to round the Horn. "It's a very special group of people who sail 10,000 miles to round a point," says Sheri. Not special in the sense that they are particularly tough or have the best boats, but that they are curious and bold. And they came from all over the world.

Confetti's rounding of the Horn was easy, done in just 15 to 25 knots of wind with moderate seas. Slower boats that started the same day were nailed by 60 knot winds; weather changes rapidly at the Horn. The Crowes continued 350 miles northwest to the Falklands, then returned to the Puerto Williams YC to leave their boat in order to return to work for six months.

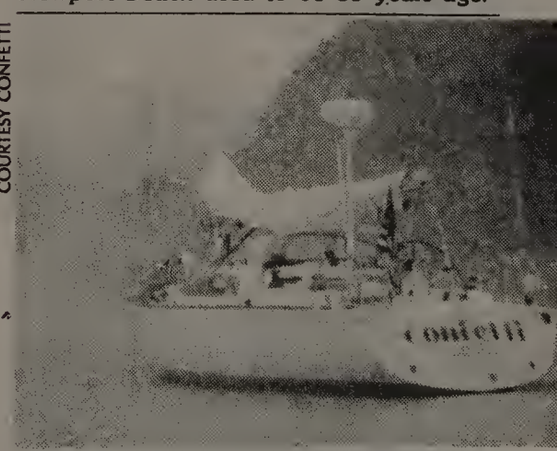
Located in a half sunk ship, the Puerto Williams YC isn't as fancy as say the San Diego YC, but the members are much more congenial. They don't have a boat yard, so *Confetti* spent the rugged Cape Horn winter as the third side-tie to the sunken ship.

Returning to the boat again in October of last year, the Crowes headed off to South Georgia Island, which is about 1000 miles due east of Cape Horn. South Georgia is chock-a-block with attractions: six abandoned whaling stations, 15 million penguins and the British Antarctic Survey team. Three times they started off for South Georgia, and three times they were turned back. The first time a broken rudder left them with a 18-inch stub, forcing them to motor through 18 hours of snow and hail to reach Puerto Williams for repairs.

Rounding the Horn to head for South Georgia again, they were forced to put in to the Falkland Islands. They made it halfway to South Georgia on their third and final try before the combination of icebergs, ominous noises from the rudder, big seas and approaching lows encouraged them to head for Buenos Aires. Even so, they rocketed north, hitting 11s with just a storm jib wung out on a pole. Joe Nogues, who was with them to Buenos Aires, hit the boat's top speed to date: 18.8 knots with three reefs in the main and a storm jib. While they love their boat, they admit she's a little light to be ideal for Cape Horn. Sometimes while beating to weather in high winds and huge seas, for example, she'd be tossed in the air to leeward. She was knocked down once, and often sailed faster than the Crowes preferred. If there's another trip to the Horn, and the Crowes are "very seriously considering it", they'll remember to bring a drogue.

While Buenos Aires means 'clean air', it's not as advertised. But what can you expect when 70% of Argentina's population lives in that one city. Home to German Frers, the place is nuts over yachts — and cruisers. Foreigners get a free month's stay at each of the yacht clubs. Since there are six of them, some cruisers just migrate from one club to another and get a free lunch.

The Crowe's last stop in South America was Punta del Este, Uruguay. "It's a wonderful place," says Richard, "like Newport Beach used to be 15 years ago."



COURTESY CONFETTI

Simple and beautifully built by Richard and Sheri, the Farr 44 can cover a lot of ocean very quickly.

Sheri agrees, "It's just like Beverly Hills." As you might expect, it's also expensive. City moorings were $14 a night for their 44-

footer, something the Crowes weren't expecting.

With time running short before having to return to the States, and with bad reports about the crime in Rio, they sailed non-stop for 31 days to reach Grenada in the West Indies. Yeah, that Farr 44 can cover some ground. In April they hauled *Confetti* at Crabbs Marina in Antigua and returned to work in Newport Beach. They join *Eagle* at Tahiti in July for the trip back to the States, after which they'll return to *Confetti* for six more months of cruising.

Two lessons the Crowes have learned: 1. Nineteen thousands miles is too much ocean to cover in one year's worth of sailing. From now on they plan to slow down. And, 2. Working six months in the modern world and cruising six months in the Third-ish world is not a bad way to go. "It helps you enjoy both of them more," says Sheri.

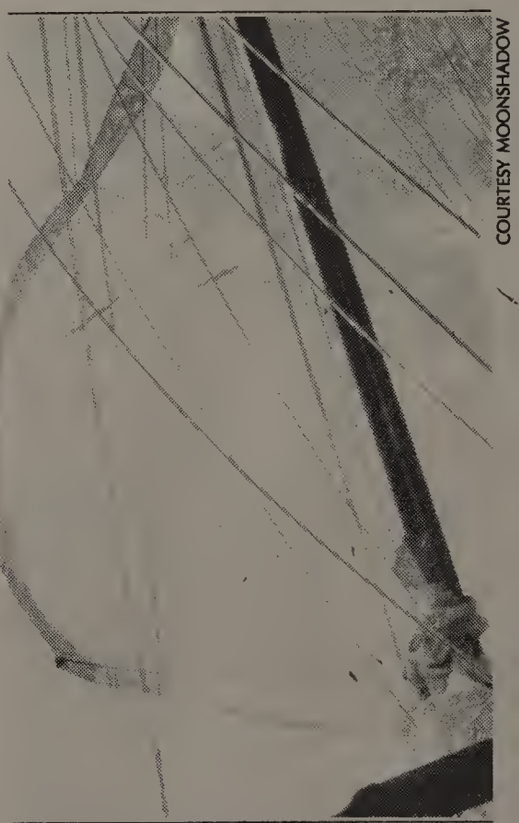
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Getting *Haru Ichibaned*
Moonshadow — Tayana 37
Tom & Carolyn Beard
(Port Angeles, Washington)

Our departure from Japan for Hong Kong was magnificent! We set sail at 0700 and saw Mt. Fuji in all her majestic glory before we even left little Yokosuka Harbor in Tokyo Bay. Mt. Fuji had not been visible in all the months we'd been here because of the haze, clouds and crud in the air. But all during the day, as we sailed to the southwest, we were able to marvel at the many-faceted splendors of her towering slopes. There is an old Japanese saying which roughly translates to: "if you sight Mt. Fuji when you leave Japan, you will surely return". Unfortunately for us, our return came much sooner than we'd have liked.

There is a meteorological phenomenon called *haru ichiban* ("first big wind of spring") that occurs each year. The *haru ichiban* blows in from the southwest and joins forces with the great *kawa kirushiro* (Japanese current). Somewhere it is written that it's "divine folly for voyagers to venture from *Edo Wan* (Tokyo Bay) onto the *kai* (sea) during this time of the union of heaven's and ocean's mighty forces". We have since become intimately familiar with this sort of folly.

The cruising guide predicted north to northeast winds at 18 knots for our 1,800-mile voyage to the southwest and Hong Kong. That would have been perfect, and indeed, it's what we had for most of the first day. We did have reason to believe that the winter storms were over: the day before our departure a 962 mb low passed over us, featuring southerly winds of typhoon (hurricane) strength.



COURTESY MOONSHADOW

What may appear to be the latest in storm jib technology, a 'frame only' jib, is all that 'Moonshadow' could carry for three days.

In any event, on our first evening out the desired north winds shifted to the westsouthwest — right on our nose — at 25 to 35 knots. As if that weren't bad enough, as we beat into the mess we were being passed by 10 to 15 ships an hour. We tried to stay close to the coast to avoid having to fight the *Kirushiro*, which flows northeast at four knots, but were forced to beat out into it. We thrashed about this way for 2½ days before deciding to head due south and break out of the adverse current. Our reasoning was simple: we were now further from Hong Kong than when we'd left Tokyo Bay.

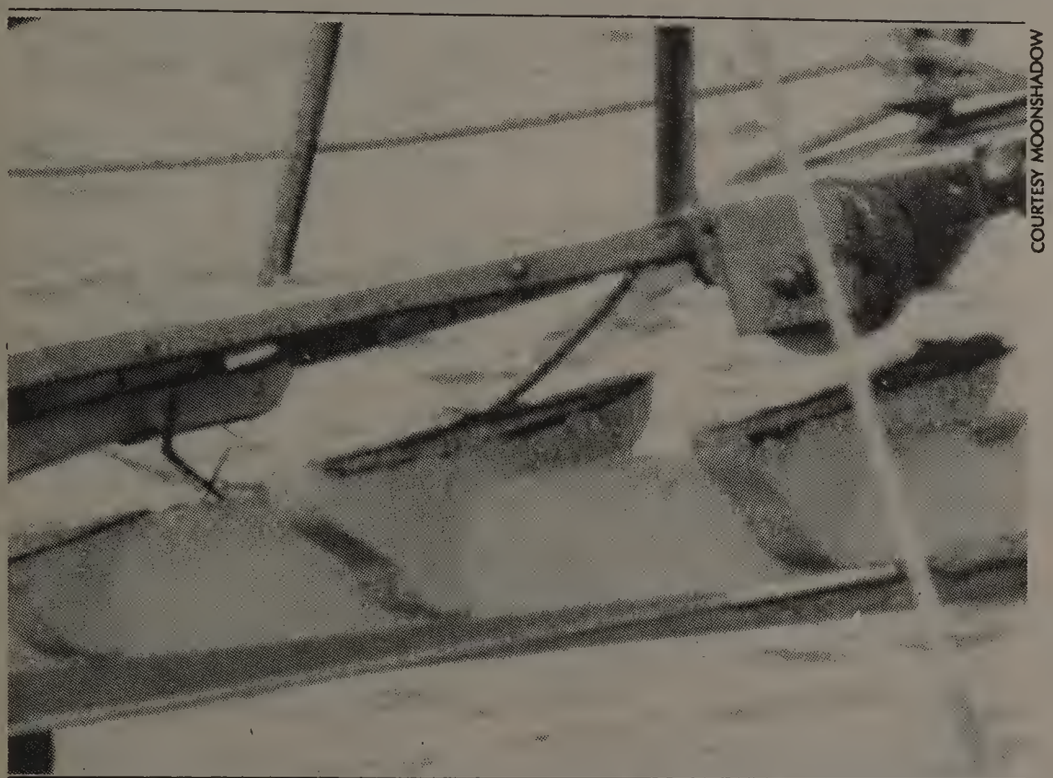
If nothing else, the new tack at least had us moving in the direction of warmer air and water. It was very cold onboard and we only had our kerosene lamp for heat. I wore two sets of long underwear, a new navy wool sweater, a wool watch cap, wool scarf and sweat gear; Carolyn was dressed pretty much the same. Despite our protective clothing, we remained soaked for day after miserable day, as *Moonshadow* was repeatedly overwhelmed by large waves. Some water poured down the dorades, but even more cascaded around the edges of the main hatch in huge waterfalls that drowned the galley. If we ever went topsides, we were sure to be hit by waves. Had the United Nations been there, they would have imposed sanctions on the host government on grounds of cruelty.

After one particularly bad wave I tried to slide the hatch back to check for ships — oh, that I could see that far over the towering waves — but it wouldn't budge. A wave had smashed our dodger, collapsing it in such a way as to block the companionway! I was eventually able to get out and jury-rig the dodger with duct tape. But every stitch had been torn off and the clear plastic looked as though it had tried to stop a grenade.

It was so rough that waves tore away the platform on the bowsprit and bent the pulpit. The three, two-inch thick joist timbers holding the teak grating and stainless frame to the bowsprit were split, peeling the pulpit upward. I had just replaced the joist timbers with some beautiful clear fir, but I'd made a mistake by epoxying rather than bolting them in place. The epoxy held without any problem, but the timbers needed thru-bolts to keep from splitting.

The weather was as hard on us as it was the boat. Waves slammed into the hull with force that rivaled most of my car collisions that ended in the vehicles being totalled. One moment I was on one side of the cabin, then a wave hit, and the next thing I knew the opposite bulkhead smashed me on the back of my head. This rapid collision between skull and teak caused a momentary relaxing of my synapses. Carolyn, who had been working at the nav station, was suddenly crushed against the galley at the opposite side of the boat. Nothing less than seat belts were required for the safety of the navigator. Carolyn had a rib or two broken, and it was several days before she could raise her right arm, sneeze or giggle. Not that there was too much to giggle about.

And the terrible weather just wouldn't let up! We struggled south, beating and reaching in headwinds of up to 50 knots, but still we couldn't get any closer to our destination. Having been in the Coast Guard, I'm known to be a pretty good judge of sea and wind, and I usually tend to underestimate the conditions just to retain some credibility. Toward the end of



COURTESY MOONSHADOW

Seas big enough to have supertankers taking shelter were responsible for dismantling the bowsprit of this Tayana 37.

our 10 days of terror a supertanker headed from Yokohama to the Arab oil fields passed us. We talked on the radio and he told me that he'd gone back to port for a few days because it had been too rough for his supertanker!

We had more troubles than the horrible weather and being brutalized by the motion. During the height of the bad weather our oh-so-reliable Yanmar diesel quit a couple of times. The problem was the fuel from the navy base service station — the dirtiest we've ever seen — clogging up three sets of fuel filters.

One of the reasons we were headed to Hong Kong was to purchase new sails. With just 1,800 miles to go, we figured the old ones would hold up. It wasn't even close. The first sail to suffer a big rip was the main. Our good old roller furling genny was our only hope, and we had it rolled out about 80%. But it wasn't too many hours later that it simply vanished. As you can see from the accompanying photograph, there were no rips, but there just wasn't anything left but the 'frame'.

This 'strangest storm jib ever seen' was the only sail we carried for three days. When we finally got two days of calm — meaning less than 20 knots of wind — Carolyn sewed up the ripped main and we were able to set a smaller headsails. A week-and-a-half had already gone by and we were still as far from Hong Kong as ever, but at least it was warmer.

By this time we were relying almost exclusively on our Yanmar to get us to windward, and our dwindling fuel supply became a matter of critical importance. But that concern disappeared when our faithful Yanmar failed us. I knew something was very wrong when our engine began exhausting into the intake system from one cylinder, making a very noticeable "pop, pop, pop".

Moonshadow now had an additional 500 pounds of ballast. We were virtually out of sails, without an engine, and were just a little down on our luck. With Okinawa two days away, we figured it was time to roost. So we limped in, sailing through the entrance of Naha harbor at night, dodging several offshore and inshore coral reefs in the process. Finally we got a tow from the Japanese Coast Guard. Boy, did they have a good laugh when they learned I was Coast Guard, too. They got a case of Bud for their trouble.

Lucky us, there was only one other cruising boat in port. Her young Japanese owner and his Italian wife, who have done a circumnavigation, spoke some English and helped us a great deal. It was also our good fortune to discover a U.S. Marine base just three miles away *and* Armed Forces Radio and TV broadcasts that enabled us to pick up CNN. Our cup runneth over.

We later found that six of the eight valve pushrods suffered upper end fractures. This has left a bunch of confused and concerned Yanmar engineers shaking their heads. They have thousands of the same model engine in service and say they've never had a pushrod failure — but I had six of them! The pushrods are so reliable that dealers don't even stock them as spare parts. Today a mechanic came by with a brand new rocker arm assembly and he's supposed to return tomorrow with new pushrods. Despite the engine being out of warranty, Yanmar is footing the bill.

Delays and the changing world situation keep our plans in flux. The latest plan is that we'll remain in Hong Kong through the summer. That assumes, of course, that we'll ever get there. We've already dodged 10 tropical storms and today's weather chart shows another. We were planning a trip to South Africa, but now we think we'll head back to the Red Sea and the Med.

— tom 3/11/91

Twiga — Cal 2-27
Marja & Steve Vance
Panama And Columbia
(Marina Village, Alameda)

Hello from the land of coffee growers and drug lords! We've been exploring this old colonial town — it was the most important city on the Spanish Main from the 1500s to the 1700s — for nearly a week and are really enjoying ourselves. It's considered to be the most picturesque city in Latin American.

But don't let me get ahead of myself. After transitting the Panama Canal, we sailed against the northeast trades across the top of Panama to the San Blas Islands. There are hundreds of mostly small coral islands in this group, all of which are covered in coco palms and surrounded by turquoise waters and coral reefs. As most *Latitude* readers know by now, the San Blas Islands are home to the Cuna indians, the second smallest people in the world. We spent our time in the San Blas weaving our way in and out of the narrow reef passages and into snug lagoons. Sometimes we'd anchor right behind the barrier reef with surf pounding right in front of us; other times we'd drop the hook behind one of the tiny sand beaches.

At each new spot we would be visited by the Cunas, who either rowed or sailed out in the dugout canoes. Two or three Cuna ladies would be aboard, dressed in their famous *mola* blouses, sarongs, red and yellow headdresses. They also wear lots of jewelry: gold rings in their noses, gold necklaces and red and yellow beads around their wrists and ankles.

These colorful little people would want us to "*bakke mola*" or buy their molas.



A sistership to these three Cal 2-27s is what Marja and Steve Vance circumnavigated with. They are presently on their way to Florida.

These are the beautiful cloth blouses covered in reverse applique. Although they have been known to sell the *molas* off their backs, they usually would bring out a selection in a plastic bag and I would paw through them until I found one I wanted. Buying *molas* is more or less the price of admission to the San Blas Islands, but I sure didn't mind since they are such wonderful native art. The captain grumbled, of course, each time I started looking through a new bag.

Contrary to the first impression, each of the San Blas islands has a different character. Nonetheless, after a two-week stay in this peaceful place, swimming, snorkeling and getting *mola-ed*, and meeting wonderful cruisers also passing through, we had to continue on. We didn't think we could make it to Cartagena because the trades were blowing northeast to east — just where we wanted to go — at 20 to 30 knots. But then we got a break in the weather and decided to go for it. We started most of the 180-mile trip in light winds, but with disproportionately large and awful seas. About 40 miles into it, the crummy Caribbean decided it had been nice long enough and brought back 30 knots on the nose. Wonderful! *Twiga* did just fine, getting us here in one piece, but the captain and crew have had to drink a few rum & cokes to forget the ordeal.

Cartagena is 450 years old and has many old fortresses protecting the natural harbor. The fortresses had to be built because Cartagena was where New World treasures were stored awaiting shipment to Spain. Some of the fortresses date from the 1500s, when Sir Francis Drake first tried to sack the city. There are many narrow cobblestone streets, and above them hang balconies painted in vibrant yellows, pinks and blues, all of them covered in flowers and plants. I can just imagine the Spanish girls leaning over their balconies and dropping their handkerchiefs and fans to attract the attention of passing Spanish sailors and pirates.

Next to the old city is Boca Grande, which because of its high-rises and tourist shops might as well be called 'Little Miami'. While this isn't a big travel destination with Americans, it's certainly been 'discovered' by Canadians, who flock down here by the thousands on package tours.

We spent most of our time in the old city, where a little Caribbean 'spice' has been mixed in with the Spanish character. I've been trying to convince the captain that it's cheaper to eat out than cook — and we've found a restaurant that proves it. Last night we had chicken kabobs in a special sauce, salad, fries, two beers each and two coffees — all for under $5 U.S.!

Twiga is moored at a rather broken-down pier at a marina — and I use that term loosely — operated by a crazy Aussie and his dragon-lady Colombian wife. With 50-cent rum & cokes, this Club Nautico is the yachtie hang-out. A little further up the harbor is the much fancier Club de Pesca, where rum & cokes are $2.50 each. It doesn't take a rocket-scientist to figure out which place is the most fun.

Given all the violence in Columbia, it's rather ironic that Cartagena is apparently very safe. Women, for instance, don't think anything of walking alone here, even at night. We've been told that this is a "neutral zone" for the drug lords. The only annoying thing about Cartagena is that terrorists keep blowing up electrical transformers outside the city, so the power keeps going out. We don't know how these people can stand it.

We plan to leave Saturday for some banks to the north, then hang a left to the Bay Islands of Honduras. After a visit to the Rio Dulce in Guatemala, we'll hopefully have time to see some of the outside reefs of Belize before heading up the Yucatan and on to Florida.

— *marja 4/7/91*

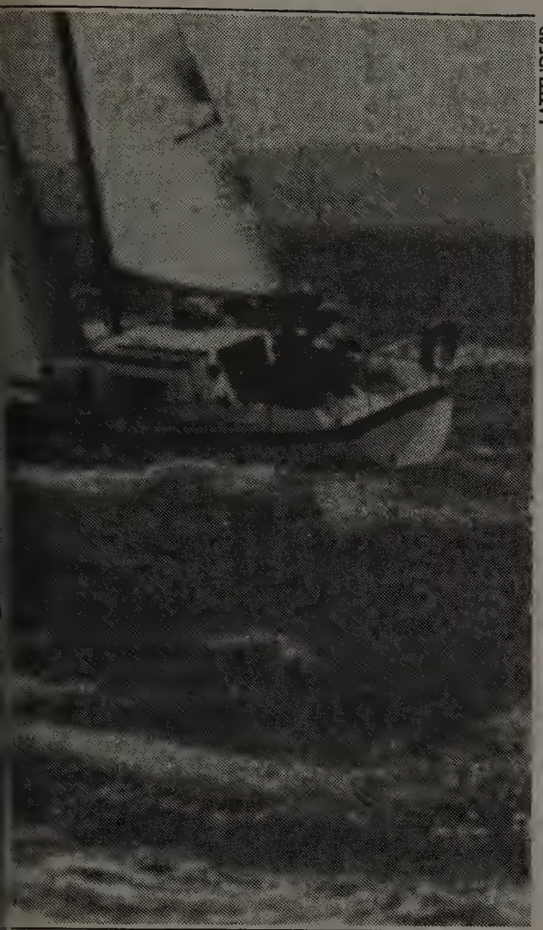
Readers — We'd like to remind everyone that the Vances are cruising aboard a Cal 2-27, a boat they already used to complete a seven-year circumnavigation.

Characters Of The South Pacific Renaissance — Nor'West 33
Janet Sargent-Hamill
(Santa Cruz & Lahaina)

What an incredible fusion of personalities one meets when cruising the South Pacific. Although my husband Rick and I were trailing the pack after not leaving San Diego for the Marquesas until May of 1990, there were still a number of cruisers from every walk of life and representing a large number of countries.

You quickly learn that just about everything is in flux on boats. Plans, for example, change daily if not hourly. Often times half of a couple wants to move on while the other wants to stay. Or one threatens to fly to the next destination while the other says they'll sell the boat. Then there are the couples where one is messy and the other is neat. Problem solving and the ability to compromise, it quickly becomes clear, are important qualities on any cruising yacht.

If I were to award a trophy for 'indecision on a yacht', it would go to our friends Charlie Kaniski and Nancy Rohn on



LATITUDE/JR

Lily. While anchored in Taiohae Bay, Nuku Hiva, Charlie and Nancy's plans changed from going to Japan to sell their boat, to sailing to Australia, to sailing to Hawaii, to sailing to Seattle. And this was just in the course of one afternoon! Nancy ended up flying to Seattle while Charlie singlehanded the boat to the Pacific Northwest. But what a wonderful couple; if they read this they'd better keep in touch!

Elly, of Elly and Paul on the Los Angeles-based Hans Christian 38 *Symphony*, wins our 'have dust cloth will travel' award for Nuku Hiva. A cleaner yacht could not be found in French Polynesia. The two of them are also runners-up for procrastination honors. After two months in French Polynesia, they had only seen Taiohae Bay, Nuku Hiva and Papeete. We're hoping they made it Down Under as planned, but they would have had to picked up the pace. *Flash!* We just got a card that they made it to Gulf Harbor, New Zealand. Elly is thrilled because there are brand new docks, electricity, hot showers and laundry facilities. By now they should be headed back up to Fiji and Tonga.

The majority of cruisers we met had a time frame — mostly one to five years — for how long they planned to be out. Many of them are looking for new homes, having become disillusioned with either their country of origin or the politics of their hometown. Some were just taking a break from the fast pace of life.

A guy named Roger on *Stardancer* from San Francisco did a survey — while in the Caribbean — which showed that 80% of the men were having a great time cruising while 20% were ready to go home and give it up. On the other hand, 80% of the women cruising said they were cruising because they were following their husband's dream, and that they would be perfectly happy to return home at any time. The 20% of the women who were enjoying the cruising were mostly under 30, had strong camping or outdoor experience, and used ham radios to keep in contact with friends.

Judging from the 20 or so couples on boats we became familiar with, it seems that *Stardancer*'s figures were about right. It takes a lot of work for a relationship to survive the cruising life, as most couples come from a fairly standard working situation where they actually spent very little time together, to being with each other 24 hours a day bobbing around on a small vessel. There's also the added stress of making good friends with people you're likely never to see again.

Couples who survive the extremes either become very close or work hard to maintain what they have; if not, they generally have to give up the relationship or cruising. Fortunately, most couples we met fell into the first two categories.

— janette 1/17/91

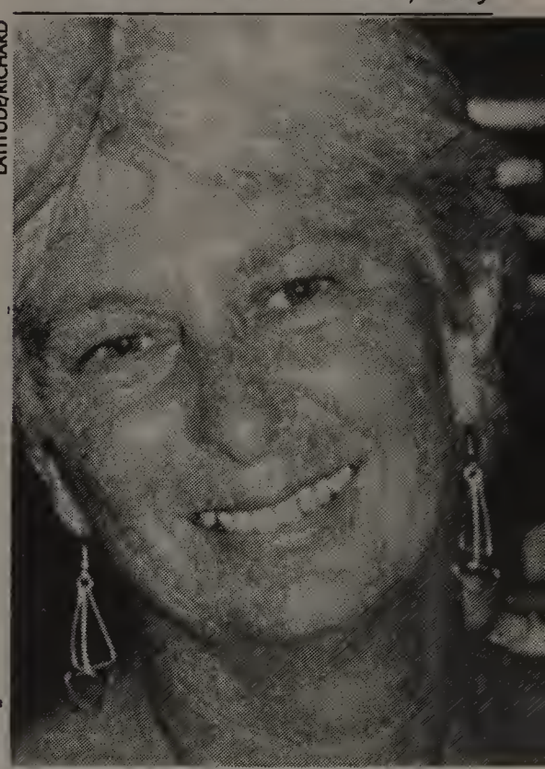
Blackfoot — Harlé 40
Doug & Mary Solomon
All Around The World
(Out On The Ocean)

As Janette Sargent-Hamill pointed out in the *Changes* above, not all women are enthusiastic cruisers. But some, for instance our sweetheart Mary Solomon of *Blackfoot*, sure are. She and her husband Doug, a disturbingly good-natured and fun-loving couple, started cruising from South Africa in 1976 in anything but high style. They and their three kids all piled aboard their 30-foot Mura design, and while the kids have moved on to their own lives, Mary and Doug have been at it ever since.

In the previous *Changes*, Janet Sargent-Hamill made the observation that couples who really love cruising are those who do it on their own terms. Living life on their own terms: that's a perfect description of the Solomons.

When asked where they've been, Doug laughs and answers, "Almost everywhere". And that's no lie. Five years in the South Pacific ("Fiji and the Tuamotus are the best"), the Great Lakes, Mexico twice, Canada, the Indian Ocean, a couple of years in the Caribbean — they've been so many places they can't even reel them off. It turns out the Solomons have a number of West Coast acquintances, having just missed the big Cabo disaster of 1982 and having ridden out hurricane *Veena* at Ahé with a bunch of native boys aboard. "We're a little different than most cruisers," says Doug, "in that we like to spend about six months or a year most places we go."

How do they afford it?. "Ah, there's opportunities everywhere you look," says Doug with a knowing grin. "We've started 19 businesses since we've been out cruising and only one of them lost money. We've been in smoked salmon, baby



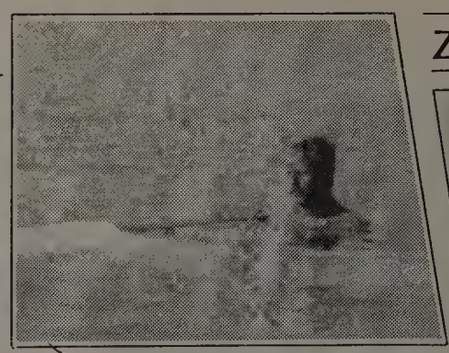
LATITUDE/RICHARD

A 20%'er. Mary Solomon has been out cruising for 15 years and has no intention — or interest — in stopping anytime soon.

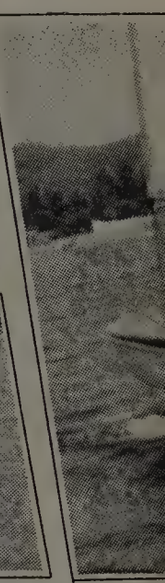
clothes, manufacturing — and right now we have a line of jewelry we make and sell up and down the Caribbean. You just have to keep you eyes open. When we were in New Zealand, for instance, we saw this Japanese travel guide that had no

CHANGES IN









ALL PHOTOS COURTESY TRACY DICKERSON



advertisements. So we approached the publisher and asked if we could sell ads for them. It worked out great," Doug laughs in recollection, "because we eventually got the New Zealand government to finance the whole thing!"

We wondered if it wasn't hard getting business licenses in foreign countries. "Yes," replied Doug, chuckling once again, "so we just keep a low profile and don't bother with them. We stopped in the Seattle area between 1986 and 1988 and opened up a wholesale bead business that has since grown to five retail outlets. It must have been a year before we got around to getting a business license or paying any taxes!" The Solomons eventually sold out to a partner who now has 10 retail outlets — and presumably has business licenses and has paid all the applicable taxes. Doug and Mary figure the sale of that business gave them enough money to cruise on for close to five years.

(Incidentally, with their boat paid off, they figure they need about $2000/month to live in the style they are accustomed. That style is not extravagant, but they don't deny themselves either.)

"Starting businesses is really fun," says Mary, "because it gives you a goal and in the process you end up meeting all kinds of people."

"After about four months of doing nothing but relaxing," advises Doug, "you really *want* to get involved with a project."

It was while living in the Seattle area that their three children started with their own separate lives, and Doug and Mary decided — how ironic — that they needed a larger boat. After a wild and crazy trip to La Rochelle, they eventually bought a Phillipe Harlé-designed 40-foot Maracuja (it means 'passion fruit'; Harlé names all his designs after fruit). She's a rather heavy (30,000 lbs) one-inch thick plated aluminum centerboarder with a daggerboard aft. The Solomons love everything about *Blackfoot* except that there's so much internal ballast that she sometimes needs a stern anchor set to inhibit rolling.

When we last talked to the Solomons, they'd spent a great five months in Venezuela, were going to do a second season of chartering in the Leewards, and then were going to hop down to Trinidad for Carnival. Further plans were vague — although Doug expressed interest in wandering through the Pacific again — but one thing was sure, neither Mary or Doug had the slightest interest in swallowing the anchor. "Why would anyone want to work," wondered a puzzled Mary, "when they can be out here having fun like us?"

— *latitude 38*

Z-TOWN

Symphony — Kettenburg 43
Frank Petrie and Tracy Dickerson
Zihuatanejo
(Alameda)

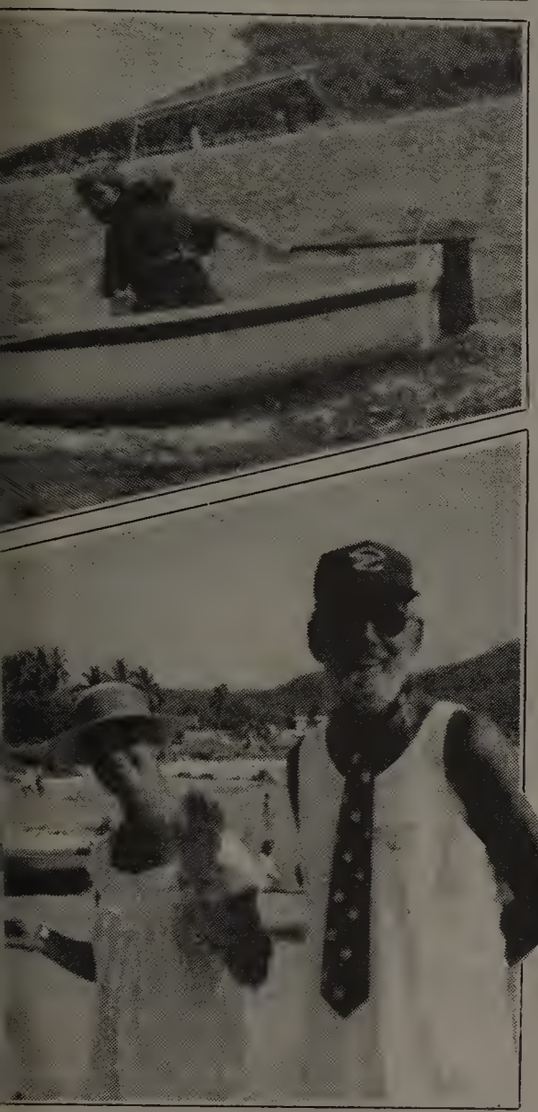
When we pulled into the Zihuatanejo anchorage at 0800 on February 3, there were about 40 boats on the hook. About 0801 a voice came on Channel 22 and said: "Well, it looks like a G.E.E.C.S. reunion!"

Sure enough, Jim and Bobby on *Distant Drum* and Roger and Pat on *Victory of Wight* from Marina Village's (Alameda) Gate Eleven Extemporaneous Cruising Society were on hand to greet us. Then Jack Jandreau and Leann Lawrence on *Stealaway* (Portland) stopped by with a smile and a map of the town. A little later we rang up some very nice folks we'd met in Acapulco, Jay and Laura Crandall and son Jim on *Perihelion* (Vancouver). Then Harry and Linda Maltby (Vancouver) stopped by to loan us some books on ham radios and diesels that we'd first discussed in Cabo over New Years. Whew! We were bowled over by the friendliness and figured we'd found cruiser's heaven — which, of course, we had.

We are now entering our third week of pleasure in this charming little town, and there is still much exploring to do. Great restaurants like *Tamale y Atole Any*, which serves *pozole* on Thursday and Saturday for $3 U.S., or *Braseros*, which serves a "skewer for two" for $8 U.S. that three people can't finish. There's also *Chez Juan* (say 'Schezewan' and you'll get it) for good Chinese. When you're done eating, you can swim it off at one of the three great beaches: Madera, La Ropa or Las Gatas — or take a short hop up to Isla Grande for snorkeling and a *cerveza* on the beach.

The current group of cruisers took a vote and decided to change the VHF morning and hailing channel from 22A, which not everyone had, to 68, so everyone could play. And play they did. Elaine on *Morgan Manor* (Long Beach)

DINGHY INTERGALACTICS



was our new *volunteer* (her emphasis) net control for that week.

Well, *That Was The Week That Was*, from the very first "Good Morning, Zihautanejo!", to Miss Wouldja Believe (Maureen on *Long Tall Sally*), to Francois (Frank on *Elysium* from San Pedro), who reported on gourmet delights such as Mexican wines, to Gary and Pat on *Nereid* (Alaska), who gave us cultural notes gleaned from *Distant Neighbors* and a Spanish phrase to learn every day, to our own Poet Laura-eate, Laura on *Perihelion*, who rhymed the praises of her lending library. The net was the best entertainment in town, so who cared if it lasted almost an hour every day?

On Wednesday, Steve and Maureen of *Long Tall Sally* (San Francisco) took all-comers over to Isla Grande for a day of snorkeling. We joined another boat there and 22 of us had a lunch consisting of *cerviche*, marlin fillets and beer at Marlin, the end *palapa* on the beach. The meal cost just $4.75 each, and they even sent out a *panga* to bring us in off the boats.

Jeff Bowers and Christie Weiser pulled in with *Shaherazade* just in time for yet another Marina Village Gate Eleven reunion, and Carnival in town. The latter featured a live band and lots of dancing in the *zocalo*.

On Sunday there was a huge potluck lunch at La Ropa Beach. Joy of *Nanva* (Alaska) organized the event, and although 25 boats showed up, not a single dish was duplicated, as we had everything from salad to flan to brownies. We ate like little *puercos*.

Then 11-year old Graham of *Arcturus* (Vancouver) organized a dinghy race, graciously allowing us adults to play also. Frank helped Graham with race committee, and the two of them wrote up race instructions for the First Intergalactic Zihuatanejo Dinghy Regatta. It was a full-blown event as Tracy sewed flags, while Dick and Terry of *Genesis*, and Jay and Laura from *Perihelion* provided the anchors and buoys. We had shapes, we had three courses, we had bells and whistles, we had trophies, we had lots of fun. Frank and nine-year old Treavor ran the committee boat, Graham's dad and Tracy ran the chase cum photo boat. My favorite photo was of the award's ceremony: Linda of *Arcturus* doing the 'queen wave' in white gloves and a hat while Terry O'Brien of *Whisper* sported an honest-to-goodness Congressional tie.

Graham swept the series of six races, which began with four competitors until a Mexican dink came over to join in the last three races. Vince on *Lizzie* (Santa Cruz) had the hottest dinghy, but some round-robin swapping evened it out, especially when we got David of *Nanva* to crew for Graham. Brian on *Sooke* (Vancouver) took the sheer grit award. After capsizing and sinking his dinghy in the fourth race, he derigged her, got her to shore, bailed her out, plugged the hole in the flotation, rerigged her and made it back for the fifth race. IOR racing should be so hot!

The next Wednesday saw a 39-person happy hour(s) get together at TaTa's on the beach. All of these folks will be heading up to the Sea of Cortez for Sail Week and the summer. Among them were Jerry and Sherrie Bakke on *Black Magic* (Portland), Dick Southworth and Terri Enger on *Genesis* (Alameda), Gene and Maddy Miller of *Makaira* (Costa Mesa), Ted and Peggy Grady of *Mata Hari* (San Francisco), John and Noel Myers on *Nonpareil* (San Diego), Ron Whately and Margi Mainquist of *Punchinello* (Channel Islands), Klaus and Christel Panther of *Restless* (Los Angeles), Bob and Pat Graham of *Scot Free* (Long Beach), Tom and Jane Olcott of *Sweet Chariot* (San Francisco), Terry O'Brien and Shelly Parsons of *Whisper* (Portland), Harold and Mary Trivitt of *Windwalker* (Eureka), and many other folks already named in this article. We all figured we should lift a few together and get to know each other's faces so next time we meet we won't be strangers — and might even recognize each other when drunk.

Today was the Crazy Ladies Luncheon organized by Sue Schmitt of *Prime Interest* (Phoenix, but also Marina Village Gate Eleven). She convinced Rueben's restaurant on Madera Beach, which normally opens at 6 p.m., to open its doors and host just us crazies for lunch. Well, 20 of us women admitted to being nuts and we had a great time ditching the guys for a while. It was the first chance I've had to be with just women since leaving Berkeley,

TIM STAPLETON



The ice man cometh to the Z-town muelle — and is most welcome by cruisers in search of cold drinks.

and it seemed many other women had been missing female camaraderie, too. I think we all realized that it would be a good

event to repeat.

There have been more parties, diving trips, small get-togethers and accidental meetings that have turned into lunch or dinner for 20. But we're too busy socializing to write anymore. Our advice is to just come on down!

P.S. I can't believe how many of us out here are from Gate 11; we must hold some sort of record for the most cruisers out at one time. Go G.E.E.C.S.!

— tracy 2/18/91

Pacific Crest — Pearson 303
Ray & Kathryn Weiss
Mainland Mexico
(Marina Bay, Richmond)

As great a cruisers' community as Z-town is, we wanted to see more of Mexico. Following the advice of the folks on *Glacier Blues*, we went inland to Michoacan to one of the colonial cities near Morelia. The nine-hour bus ride was an adventure in itself, but the chance to visit a 'real' Mexican town — other than fishing villages



LATITUDE/JR

Las Hadas. Once a '10', this fabled resort seems to be slipping down into single digits.

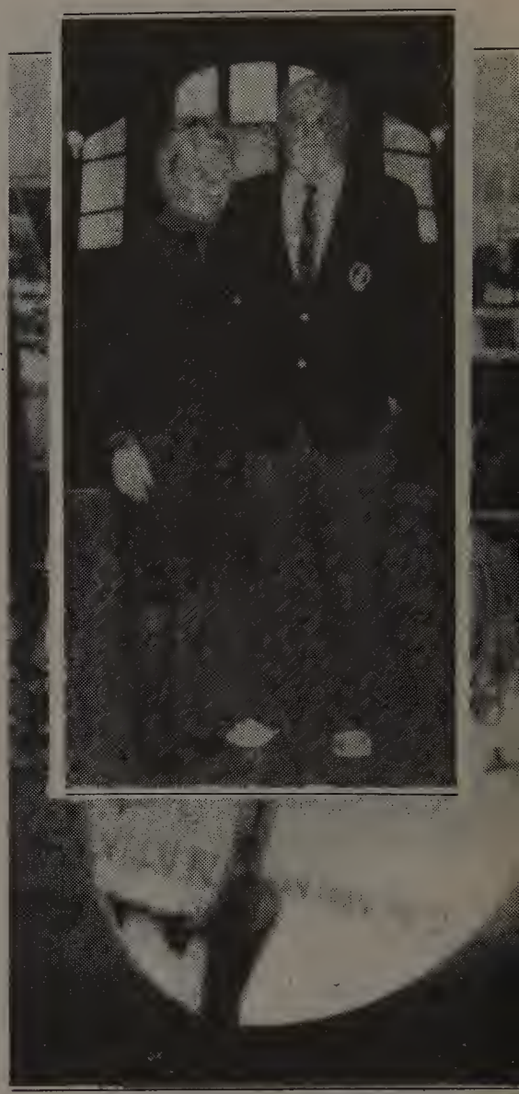
and fishing ports — was incredible. There were maybe 15 American tourists in this city of 50,000, and seven of them were in our group. There were all kinds of great bargains on arts and crafts, but I couldn't talk Ray into buying the three-foot diameter copper kettle for $35 ("Honey, we can put the outboard on it and use it as a hard dink.") There was lots of great food and we came away having really 'felt the warmth of Mexico'. The colonial towns are much different than the coastal towns, and I'd encourage all cruisers to make space in their budget for some inland travel.

We raised the hook the day after returning to Z-town, and headed back north to Manzanillo. It was a good passage, and we were gratified to learn that our VHF reached all the way from Lazaro Cardenas to Z-town! Having already been to Las Hadas, we could play blase to our guest Clark's wonderment. There must have been about 30 boats in the harbor, but occupancy at Las Hadas was *way* down. We cruisers, however, enjoyed all the room.

It was here for the magic of cruising hit home for Clark. His original itinerary had been vague. Needing some time to sort out his life, he'd bought an open-return ticket, packed a tent, and planned on spending a couple of weeks with us before doing some exploring and beach camping. But at Las Hadas we were introduced to friends of *Puffin*, who were looking *to pay* a boatsitter to watch their boat for a month at Las Hadas. After a few conversations, Clark was their man. Meanwhile, we'd met another boat that was heading south, but would later need crew for the trip back to La Paz for Sea of Cortez Sail Week, and later Ventura — with the possibility of a carpentry job stateside when it was all over! There was still *another* possibility: getting a job on *Mr. Clean*, the environmental clean-up vessel. That came about after Clark bumped into *Mr. Clean's* captain in the Port Captain's office.

No matter what happens, Clark is now convinced of the magic of cruising. When he jokingly accused us of turning him into a boat bum, I had to point out that he was "a boat bum just waiting to happen".

Three more days of Fantasyland were enough for Ray and I, so after fueling and watering, we headed north for Melaque and the joy of meting Philomena and Trini Garcia at Los Pelicanos restaurant. What wonderful people! Phil is an amazing bundle of energy and is truly concerned with the welfare of cruisers. When there



was a sudden rash of dinghy oar thefts, for example, Phil got right into the middle of it. Working with the Port Captain, police and locals, she got things to the point where oars are safe again.

The concern and care that cruisers exhibit is also extremely gratifying. Having been a 'mountain lady' for nearly 20 years, the importance of good-neighboring is ingrained in me. You find the same quality among cruisers.

Plans change down here from day to day, according to whim, weather and whatever. We enjoy the ability to 'flex'. And as the wife of a workaholic, I enjoy his companionship far more on 'Mexican time' than 'grind time'. We're already discussing 'next time' and 'how to'. One of the reasons for this all-to-short 8-month cruise was to determine whether there would be a next time. There *will* be a next time, and it will be longer!

Some of the things we want for our next cruise are a ham radio, watermaker, a light air genny, and a propane stove. (Our alcohol stove is okay, as *alcohol de cana* is very cheap and a gallon lasts about three weeks. Besides, we do have a propane BBQ and eat lots of fresh produce.) Other than that, we're pretty happy with the equipment we've got.

We're also happy with our decision to



COURTESY/NALU IV

Jim and Diana Jessie at the New York YC (inset), and with their snowbound boat in Annapolis (spread).

"go now" rather than waiting. The next stint of hard work will be tempered with real memories and bigger dreams — as well as cards, calls and visits from some of our many, new good friends.

— kathryn 2/1/91

Cruise Notes:

"Would you see it as progress to encourage people to look more seriously at using **water ballast** in cruising boats?" *Seahorse* magazine asked of Bruce Farr, one of the best and most innovative yacht designers in the world. Farr's surprising response:

"I've done some cruising boats with water ballast and it's a curse from every point of view except performance because it gobbles up valuable space, usually prevents you from having windows in your boat, and is extremely expensive."

Some of you will remember the February *Changes* by R.C. and Deanna Helms of the Jeanneau 40 **Temroc**. In it they recounted the miraculous nighttime sighting and rescue of John Sloboda, a singlehander who'd fallen off his Ranger 29 **JoLiGa 2** about 30 miles from the entrance to the Panama Canal. We recently received a letter from Sloboda himself, who confirmed just about everything that was reported. Singlehanding Sloboda is a diabetic, who just before his tumble had pulled a muscle in his back and was having his chronic problems with the cartiledge in his knee. No wonder he went over.

Sloboda left San Diego in late 1988, cruised the Sea of Cortez until January of 1990, to Z-town until June of '90, then spent 11 days sailing the 1120 miles to Cocos Island off Costa Rica. His next stops were Playa del Coco ("a beautiful kick-back resort town"); Golfito and the Jungle Club ("Whitey and Barbara are really special people, the Jungle Club is a 'must see', and Barbara is famous for her fresh bread and chicken fried steak"); and finally in September of '90, Balboa, Panama.

"I've been singlehanding almost the whole time," he writes. "It was easier when the radar was working, but shit happens. And happens again. While in Panama I had the alternator rebuilt, a new heat exchanger made, a new rear oil seal for the motor, then a motor rebuild. In January of this year I had my new dink and 4 hp Mariner outboard stolen." Sloboda's next stops are Costa Rica and Mexico.

No, the cruising life is neither easy nor perfect, but then what worthwhile and fun things in life are?

"We're either selling or sailing," say Joel and Joanie Bernard, who left Mill Valley aboard their Morgan Out-Island 41 **Zingara** in the early '80s and haven't been back since. As they've travelled to Mexico, Panama, Belize, and for the last three years the Caribbean, they've financed their cruising by periodically selling condos or time-shares in resort areas. They spent about a year in Cabo San Lucas, for example, as sales managers of one condo project, and more recently sold condos in booming St. Martin. "There's usually a high-season in each area, so we sell during the high-season and then kick-back and cruise during the low season," reports Joel. Joanie figures they're able to live on $800 a month, so they've been able to skip work for a couple of high-seasons.

When not working, the Bernards head for the less touristy areas. "The last unspoiled islands in the Caribbean," says Joanie, "are Nevis, Carriacou, the Saintes and Bequia." Bequia is on the endangered list, however, since an airport is being built. Having spent all these years out cruising and dodging Caribbean hurricanes, the Bernards are sailing up to Florida this summer. "We're going to take a look at civilization for awhile," said Joel, as their boat lay at anchor in English Harbor.



LATITUDE/JR

'Shall we go sailing or selling?' is the question Joel and Joanie have been asking themselves for the last eight years.

Jim and Diana Jessie of the **Nalu IV** should be underway again by now. After spending five years circumnavigating

CHANGES

9/10's of the world, they endured last winter at a marina in Annapolis. If you're looking for proof that it snows on the East Coast, check out the photo of their Lapworth on the previous page. This summer they're headed up the Hudson River and Erie Canal to the Great Lakes, then down various rivers to Mobile. They'll spend the following year cruising the east coast of Central America, the west coast of Central America, and hope to arrive in Santa Cruz for the finish of the 1992 Windjammer's Race. Now that they're getting closer to home, Diana's beginning to have second thoughts about coming back. As for Jim, he hasn't even flown back to the Bay Area in the last five years.

If you're headed to Belize or Mexico's Caribbean coast, we suggest you check out the just published **Cruising Guide to Belize and Mexico's Caribbean Coast**. The incredibly detailed 288-page book includes 122 nicely done sketches, 148 photos (including some aerials), and two large folding charts with enough islands and reefs to make the most jaded tropical cruiser drool. This exhaustively detailed guide by Freya Rauscher and edited by Julius Wilensky covers every possible of subject of interest to a mariner, be it on land or shore. There are complete descriptions of the nearby Mayan ruins, for example, as well as Guatemala's popular Rio Dulce. This guide gets *Latitude*'s highest recommendation, and even at $34.95 is a tremendous bargain. It can be purchased at marine bookstores, chandleries or direct from Wescott Publishing. Wescott's number is (203) 322-0998; don't forget to ask for a listing of their other fine cruising guides and charts.

"We have to agree with *Latitude* all the way, the Sea of Cortez is beautiful, but cruisers should try to be there after Sail Week (mid-April) or in October or November," write Gary and Judy Jimmink of the Petaluma-based Islander 44, **Pegasus**. "At other times we had cold north winds, short steep seas and sometimes it was necessary to hand-steer to keep from broaching." Gary and Judy sailed south to Cabo in 1989, continued up to La Paz and the Sea of Cortez, then left their boat at San Carlos for the summer. They returned to their boat in November, cruised down to Cabo, and at last report were enjoying mainland Mexico."We love Mexico and its people," they write. "We're already planning another cruise and we won't pass Mexico without stopping."

The Jimmink's also had some good words for Gil and Karen of **Papi's Cruising Center** in Cabo San Lucas. "We want to thank Gil and Karen for all the tremendous help and hospitality they've given all cruisers."

Want an indicator of how much **things are changing** down in Baja? A *direct flight* from Tokyo to Los Cabos(!!!) is awaiting approval. Senor Sushi, indeed! Currently Baja is served by direct flights from San Diego, Los Angeles, Dallas, Denver, Vancouver and Toronto.

As horrible as this all sounds for future cruisers, it's really not that bad. The hordes arriving by plane virtually all head for Los Cabos, the stretch of southern Baja beach that runs from Cabo San Lucas to San Jose del Cabo. This area is booming to be sure, but other than Cabo San Lucas, it's of little interest to cruisers. The Baja that is so beloved by cruisers starts at La Paz, which shows few signs of booming, and runs 360 miles up the coast to Bahia de Los Angeles. Since this stretch of coast is rarely fronted by the highway, cruisers tend to see more whales than tourists. In other words, the Sea of Cortez is *not* on the verge of destruction.

And you thought the fuel in Mexico could be dirty. According to the Darwin Sailing Club, "all **diesel in Indonesia** is of good quality, but it is invariably dirty, containing hair, fingernails, insects and water". Hair and fingernails . . . where do they refine the stuff, in beauty salons? And water contaminated is of "good quality"?

Speaking of the Darwin Sailing Club, the July, 1991 **Darwin to Ambon Race** pot has been sweetened. Race Chairman David Woodhouse announced that Andhika, an Indonesian Shipping Company, has become a major sponsor of the race. They've tossed another $3,000 into the line-honors pot and another $1,000 to the cruising division pot. This brings the total value of the race prizes to nearly $15,000 U.S. The Darwin to Ambon (Indonesia) Race is 16 years old and normally features 640 miles of downwind sailing. The race starts in mid-July and is expected to attract 60 to 75 boats. Automatic with entry in the race is a coveted 3-month Indonesian cruising permit. Indonesia has 13,000 tropical islands, and is said to have some of the most spectacular above and below water scenery in the world.

Last year nearly 15 of the 60 Darwin to Ambon entrants were from the United States, and most of these were from California. Since this is "Visit Indonesia Year", if you're already in the South Pacific you might think about participating. Fax (089) 41 0580 for further information. Then call *Latitude* and tell us if you need additional crew.

If you're in northwest Australia in June, you might use the **Over The Top Cruise** to get to Darwin. According to the event flyer, "The Over The Top is a fun cruise in company along the Arnhem coast from Gove to Darwin, sponsored by the Gove YC. The Northern Territory coastline is one of Australia's least explored, but for those who know, its remoteness and stark beauty are irresistible. Local knowledge has been utilized to identify exciting, new anchorages. Approaches are proven and tidal hazards identified and countered. Close liaison with Aboriginal traditional owners has resulted in our being able to visit uninhabited coves, experiencing Aboriginal culture and viewing teeming wildlife in way never before possible." Sounds great, eh?

The OTT fleet will cover the 650 miles in 11 days, with only one overnight passage. While it will be a flotilla, there will be racing of sorts, and individual boats will be free to break off and rejoin as they please. There will lots of social activities along the way, and the fee is just $20. For further information, phone (089) 871172 or fax (089) 872111. You could also write: Gove Y.C., Box 1597, Nhulunbuy, Northwest Territories, Australia 0881. By the way, Nhulunbuy is not a misprint, it's the way they do things in Oz.

Gary and Kathryn Hack, a couple of Kiwis who spent 20 years in California before **returning to New Zealand** as cattlemen/sailors, report that "there seems to be as many Americans hanging around New Zealand yachts clubs as Kiwis". The Hacks say the attraction is stress-free living. living. The only things they miss are "cheap fuel, television coverage of the Giants and 49ers, and *Latitude 38*s". While most of you can't do anything about the first three, if you bring the latest issue of *Latitude* to the Hacks at their Bay View Farms at Okaihau, Bay of Islands, it's worth "a farm stay at Bay View Farms, complete with horse riding and a farm BBQ." If you buy their partially completed Santa Cruz 33, which is still here in California, we're sure you'll be entitled to a least a week's stay at Bay View Farm.

Although they had to flee once because of a brief revolution, George and Norma

Hoover of the Richmond YC based 53-foot schooner **Symphony** have fallen in love with Trinidad. They've been there a year now, and have no immediate plans to leave. One big attraction of Trinidad is Carnival, considered the best in the world after Rio's. Here's how the Hoover's describe it:

"A week before Ash Wednesday we watched the Panorama steel band semi-finals at the savannah at Port of Spain. This was a spectacular event with eight steel pan bands, each of which consisted of between 80 and 100 players. The electricity of the music and crowd turned the grandstands into one giant dance party. You couldn't help but move with the rhythm. We even got a few tips on how to "wine de boom boom" (dance to the beat). A large orchestra of pan music is unlike anything you can explain. Its unique sound resonates through your body and the effect cannot be captured on tapes or records. You have to be there to believe it. We later dressed up in costumes and marched, danced, and paraded with 300 other revelers for eight miles through the streets of Port of Spain. These kind of activities went on for a week."

While the Hoovers hauled their boat for the first time in three years in Güiara, Venezuela with satisfactory results, they now recommend Trinity Yacht Facilities in Trinidad. "Because the island has a large oil industry, they have wonderfully skilled mechanics and other laborers. A friend had his windlass motor rewound for just $35. Another had his 50-foot boat sprayed with LP for just $450. They have a 75-ton travel-lift and a fairly decent inventory of parts. It's a terrific yard."

There wasn't much word of this in the States, but a barge containing nearly **600,000 gallons of bunker oil** sank off St. Kitts in early April. The resulting gigantic spill fouled shorelines along a 300-mile stretch of Caribbean from Antigua to Puerto Rico. Tar balls and oil came ashore at St. Kitts, Nevis, St. Thomas, St. John, Tortola, St. Croix, St. Barts, St. Martin and Saba. The large number of private and charter yachts in the area were stained. *Big O*, which was in St. Martin, managed to escape soiling by nothing more than a stroke of good luck. The only good news is that bunker oil contains much fewer poisonous components than does crude oil, such as was spilled by the *Exxon Valdez*.

There aren't very many Northern California sailors out cruising on classic wooden yachts anymore, and even less of them who will be headed across the Atlantic next June. But if you happen to be one of them, there's a great event in store for you: the **Bermuda - Brest TransAtlantic Cruising Race for Classic Yachts**. There will be classes for traditional gaff riggers and work boats, for classic pleasure and ocean racing yachts, and modern classics for "more recent yachts presenting classic or traditional features". In addition to being able to travel in company with friends, the event is attractive because there is no entry fee and free berthing at the start and finish. In addition, there will be a crew reception, banquet, *vin d'honneur*, and an awards ceremony.

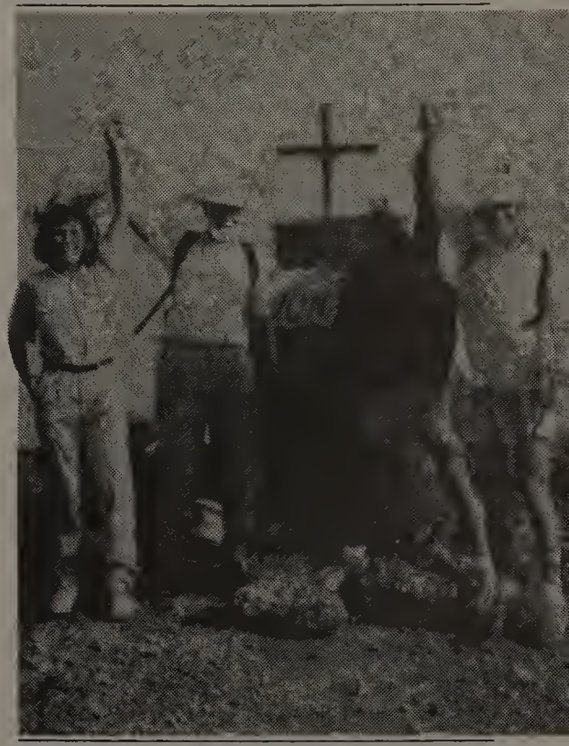
This cruising race will start from St. Georges, Bermuda early in June of 1992, with the fleet arriving in Brest in late June or early July. How convenient, for the largest and best European traditional boat festival starts in Brest on July 8 and runs through the 18th. **Brest '92** will feature no less than 1,500 traditional boats, including everything from three-masted square-riggers to small sailboats and work boats. It's a really big deal. For further information on either the TransAtlantic race or Brest '92, contact Jol Byerley at Nicholson Yacht Sales in Antigua at (809) 463-1093 or Paul Adamthwaite of *Stormy Weather*, who also hangs out at English Harbor.

Want to learn to speak **French, Spanish and Italian** — while in France, Spain and Italy? Well then, how does spending a few summers cruising the Med sound to you? "I'm not a millionaire," you say. The good news is you don't have to be one; not unless you've got a flock of kids and champagne tastes.

San Rafael's Jim Crittendon, who spent most of the summers of the 80s cruising Europe with his Halberg-Rassy 31 **Tempi** (which he sold last year to Daryl Personett of Alameda), says you can buy decent, well-equipped cruising boats in the Med for between $12,000 and $20,000. Thirty-one foot Dufour Arpeges, Nicholson 32s and Westerly 31s are some of the boats he's seen in that price range. These aren't the most modern or roomy boats, but they're proven designs that are easy on just about any sailor's budget.

Crittenden, who last summer spent some time on his old boat around Nice, says a frugal couple can cruise relatively comfortably on about $1,000/month. The only really good times to sail in the Med, it should be remembered, are between mid-May and early October. That means you can come back to California and work your buns off for about five months to support your 'summer European yachting habit'. Doesn't sound like the worst duty in the world, does it?

One couple who knows all about it are



We made it! The crews of 'Bijou' and 'Genesis' atop the highest peak (5000 feet!) of Isla Socorro. More next month.

Hank and Mary Grandin of the St. Francis YC. In the mid-'80s Hank and his son sailed his Olson 30, **Tinsley Light**, across the Atlantic, and then Hank and Mary used her to cruise parts of Europe for a couple of summers. The Olson is really pretty spartan for cruising, so in 1986 they traded it for hull #444 of the Scanmar 33s. Grandin describes the boat as being very similar to the Santana 35, also named *Tinsley Light*, that Hank and Mary keep on the Bay.

Ever since 1986, the Grandins have spent the four summer months cruising Europe. They move very slowly, having taken 20 summer months to work their way from the northernmost parts of Finland and Sweden to Malta, where the boat now awaits them. This year's plan called for them to cruise Yugoslavia, but as some of you probably know, they've been having some political problems over there. Depending on who Grandin talks to, either "all is well", or "the bloodbath is about to begin".

Interesting times, aren't these?

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8-FT DYER DHOW F/G DINGHY. Good condition, 3 seats, the Cadillac of F/G dinghies. Low profile for cabin-top stowage. $350. Call (415) 332-2182.

VANGUARD 420 (13'9") - 1981, US 41658, Harken race equipped, Z-spar boom & mast. Richie compass, extra jib, main & centerboard. Includes spinnaker, trapeze harness, Vanguard top & bottom canvas, & trailer. Great boat to learn on. Asking $2,000. (415) 348-1681 (h), (415) 859-1955 (w).

ACHILLES INFLATABLE DINGHY: Model LS-4, 8.5-ft, 3 yrs old, barely used. Deflated & in storage mostly. Wood panel floorboards, wood transom, inflatable seat, oars. Over $1,100 new. Asking $600. (415) 695-7765 (eves).

14-FT WHITEHALL. Built by Gordy Nash, 1986. Sliding seat, 2 pr. spoon oars, cover. Excellent condition. $2,795 b/o. (415) 323-3887.

13-FT CHAMBERLAIN DORY SKIFF. Glass Hull w/mahogany trim. Seaworthy, all purpose rowing and sailing boat. Brand new. $2,495 b/o. (415) 323-3887.

GREAT SUMMER FUN. 10-ft Dover Dory F/G sailing dinghy with wood trim. Includes sail & oars. Asking $1,025. (415) 254-5995.

AEOLUS 13-FT DORY with trailer, oars, cover & extras. Excellent condition. Best offer takes it. Call Peter (707) 823-9251.

EL TOROS - 2 hardly used, full race boats. Hank Jotz flat entry sails, spruce masts & booms, stored indoors, near new cond. Complete $1,200 each. (415) 794-1344.

MINIFISH SAILBOAT made by Alcort. 11'9", sail area 65 sq. ft. Color red, white, blue, in perfect condition, ready to sail. Make offer. Ask for Charles (415) 221-7226 (eves).

24FEET & UNDER

J24 *"STORMTROOPER"*. This is one of the best J24s on the West Coast, & her record will prove it! Deck, hull & keel fairing, rigging, painting (hull & interior) all were done for the 1988 J24 North Americans where she was 2nd! Comes complete w/trailer, sails, engine cushions & necessary racing equipment. Many more improvements have been made to the boat & records are available for all work done. $12,000. Call Dinny Waters (415) 435-1425, car phone 518-0696.

SOLD

13-FT BOSTON WHALER. 40 hp Evinrude, wood seatbacks, fitted cover & trailer. Used fresh water only. $3,300. (408) 736-5751.

MONTGOMERY 15. Owner's pride & joy but regrettably must sell. Atlantic green hull with trad. red bottom paint. Trailer, Suzuki 2 hp o/b & many extras & upgrades, all meticulously maintained. $4,300. (516) 473-4910.

"FLICKA". Classic fiberglass pocket cruiser. Black hull, cutter rig, 5 tanbark sails plus drifter, custom dodger w/boom crutch. Yamaha 9.9 hp 4-stroke w/alternator & electric start. Self-tailing winches, all lines lead aft. Marine head. VHF, Loran, autohelm, knot/log & fathometer, compass. Dual 75 amp batteries & shore power. Ground tackle w/2 anchors. New mast w/tri-color, strobe, foredeck & running lights. Lots of extras. Sausalito berth. Very good condition. Hauled July 1990. $23,500. (916) 583-9319.

CAL 20, all following are new: Honda o/b w/ alternator, depthfinder, autohelm, electrical system plus it has a VHF & spinnaker & tons of other extras which make it ready to sail. Financial crisis - first $2,200 firm takes it. Rod (415) 685-5249.

CATALINA 22, 1974. Older but seldom sailed, swing keel, trailer, pop-top, galley, unbelievable condition. Launch ready. White w/blue. Original owner, 6 hp o/b, dry land storage under protective cover. $5,500. Several extras. (916) 873-2757 (Paradise, CA).

MONTGOMERY 17, 1988. Great condition, fresh water boat. Extras include trailer w/tongue extension, new 5 hp Honda o/b, custom stern rails, custom wood interior, reefable main & jib, portapotti, propane stove, sail covers, PFDs. $8,900. (702) 746-1969 (eves).

CHRYSLER 22. Trailer, 10 hp Honda o/b, main & 3 jibs, depth sounder, Loran, marine radio, & much more! Ideal for lovers cruising. $5,500. You will love our *"Sea Song"*. (415) 436-3941 (eves).

BEAR BOAT #17. *"Huck Finn"*. 23-ft sloop. Built 1938. Active fleet member. Complete restoration, recent survey, full cover & 1/2 cover. 4 hp Evinrude, 2 sets sails & spinnakers. Move to Australia forces sail. $7,900. Call Paul Zupan (415) 331-0812.

24-FT PEARSON. full-keel auxiliary rudder type self-steering vane. Rigged for single-handing. VHF, RDF, MOB gear. Gimballed stove, 4 head sails, needs some TLC. Emeryville. $4,200 b/o. Call Ed (916) 361-7100, (916) 983-4316.

RANGER 23, 1976. O/B, VHF, sails includes fully battened main, 85, 100, 125. All lines led aft. $6,000. (408) 251-6436.

HOLDER 20, 1985. Fast, ultralight monohull built by Hobie. Excellent condition. Race equipped but never raced. 2 head sails, spinnaker, compass, knotmeter & anchor. EZ Loader trailer w/spare. Evinrude o/b. This boat trailers beautifully anywhere. $6,500. (408) 462-0983.

12-FT SF PELICAN, trailer, 3 hp Seagull. Asking $1,150. 865-0670 (lv msg).

HOBIE HOLDER 20 *"OLYMPIC LADY"*. Raced on Tahoe, fresh water only, excellent condition, North sails, Mylar jib & 155% genoa, Sobstadt spinnaker, Lewmar winches, Harken blocks, knotmeter & compass, many extras. New Johnson 4 hp, retractable keel & trailer. $6,500. Call Mike (916) 583-8835.

SANTANA 22 with S.F. Marina Gashouse Cove berth. Race-rigged & radio-equipped. Tohatsu 5 hp engine. Many extras & upgrades. $4,000. (415) 554-3008 (wkdays), (415) 665-9186 (nights).

CATALINA 22. Trailer, 2 jibs, 2 mains, spinnaker, DS, KM, VHF, & much more. Great boat for bay, delta & Tahoe. (415) 846-7153.

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WESTERLY CIRRUS 22-FT cruising sloop. Great bay-delta boat. Full keel, strong, safe, 10 hp inboard diesel w/rev gear. Standing head room, galley, dinette, enclosed head, big storage, sleeps 4, full sail inventory. Single-hand rigged, VHF, fatho. Berthed Richmond. $12,450. Call (415) 488-4704.

24-FT AERO. Classy older deep blue F/G sloop, Sausalito-built w/7.5 Honda, 4 sails, VHF, refrigerator, tape deck, lines aft, new bottom paint, sliding cabin cover, sleeps 4, Emeryville berth. $5,900. Consider 1/2 partner. Call John (415) 863-1708.

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14-FT AMF FORCE 5 SAILBOAT w/trailer, excellent condition, fully equipped, stored in garage in Santa Cruz. $990. (415) 853-2660 (work), (408) 476-8796 (home).

TANZER 22. Very clean, 4 sails great shape, 5 winches, Navico tillerpilot, 6 hp Johnson sailmaster, stove, porta-potti, 2 anchors, more. Two boat family must sell. $3,999 b/o. Call Marcus (408) 954-2269 (days), (415) 873-3989 (eves/wkends).

23-FT PEARSON ELECTRA. Alberg design. Full keel, fiberglass construction, cabin sleeps 2 comfortably. 2 mains, 3 jibs, 5 hp Evinrude. Great for single-handing on the bay. Move to Wisconsin forces sale. $5,000 b/o. (608) 233-2823.

BEAR BOAT #12. Must sell. $1,000 firm. (415) 601-7447.

WINDROSE 18. Clean easy trailering, swing keel, F/G sloop, sleeps 4. Extending trailer & 7.5 hp Honda. Has been great for lake sailing/camping. $2,300 b/o. (707) 857-3233, (707) 433-8788.

MONTGOMERY 15, sailed 2 season on Lake Tahoe. Single-handed package, stainless transom mast carrier, teak hand rails & boarding ladder, fabric cushions, sleeps 2, computerized knotmeter, bow pulpit, life lines, Evinrude motor, Trailrite trailer. (916) 577-8007.

COLUMBIA 24, fiberglass sloop, 8-ft beam, 3'4" draft, 4000# disp. Main, club jib, 130 jib, strong rigging. Long-shaft o/b, VHF, DS, KM, 2 anchors, extras. 4 comfortable berths, 5'8" headroom, clean, classic look. $5,800. (916) 393-3500 (eves).

CAPRI 14-FT, 1987. Excellent daysailer by Catalina. Used 10 times, only in freshwater, kept in perfect garaged condition. Trailer, racing sails. White fiberglass, blue stripe, light gray deck. $2,700. Brand new Nissan 2.5 hp o/b. $450. (415) 927-2561.

24-FT COLUMBIA CHALLENGER. Cruising model sleeps 4, full keel, new head, 6 hp Johnson o/b w/cockpit controls, knotlog, life lines w/safety nets, spinnaker, looks great! Excellent boat for first-timers. $3,600 b/o, let's talk! (415) 733-9172, (415) 886-6572.

23-FT STONE HORSE. You owe it to yourself to check out this little jewel! Legendary traditional full-keel pocket cruiser by Edey & Duff. Diesel, windlass, freshly varnished spars & LPU hull. Incredibly comfortable, intelligent accommodations. Trailer available. $13,500. (415) 567-6775.

PICCAROON 18-FT GAFF RIGGED SLOOP. Heavily built plank-on-frame. A classic. Sam Rabl design built in 1941. Master Mariner. Very salty, excellent condition. 7.5 hp o/b. $3,500 b/o. (707) 552-7308.

24-FT RAINBOW F/G SLOOP, fixed fin keel, Sparkman Stephens design. Sleeps 2, marine head, 7.5 hp o/b & trailer. Redwood City berth. $3,000. (408) 629-1682.

22-FT MACGREGOR. Incl. trailer w/brakes, new axle, bearings & hubs. 7.5 hp Honda o/b, VHF, 2-burner propane stove. Two inflatables, porta-potti, PFDs, anchor, mooring lines, whisker pole, new blocks. Clean. $3,200. (408) 371-7141.

ERICSON 23, 1968. 6 hp o/b, 2 speed winches, 3 sails, 4 berths, 1 head. New main, rigging, upholstery, keelbolts, thru-hulls and valves. Recent survey (at $5,500), no blisters. $4,000 b/o. Would consider Laser/similar as partial payment. (415) 586-5124.

1960 YENSHEE. Distinctive, Maurice Griffiths designed sloop. Fiberglass over marine plywood, 23-ft w/8-ft beam, full keel, 7.5 hp o/b, good bay boat, stable. $2,995. 468-4339.

VENTURE 21, 1974. 3 sails, flotation, trailer with extension, motor mount/tank. Anchor, potty, cushions, whisker pole, compass and more. Halyards aft, LPU paint, many upgrades. Fast, fun to sail and in excellent condition. $2,800 b/o. (415) 939-2490 (eves/wkends).

18-FT INTERLAKE SLOOP. Class boat from Great Lakes region. Main, jib, spinnaker, cover. Pamco trailer, Seagull motor, excellent condition. If you're a good sailor who likes a fast boat, this is the one for you. $2,000. (415) 482-3122.

11.2-FT TOPPER SAILBOAT. 130 lbs, sail area 56 sq. ft. Simple, robust but sporty, often used as a race trainer for single-handers also a straightforward fun boat. Designed by Ian Proctor. Like new $995. Call Dan (415) 828-0275.

COLUMBIA 22. You don't have to be rich to own a boat on the bay! Beauty slip in Sausalito behind Bay Model. Great shape, good motor. Asking $2,400. (707) 433-5129.

RANGER 23, great bay boat for racing/cruising. O/B, VHF radio, lifelines, Sausalito berth. Like-new C-cut North spinnaker, new North 155% genoa, North main w/long battens, storm jib. This is a sturdy boat & fun to sail! $5,000. Call (415) 454-7316.

CARINITA SLOOP, 20-FT. Mahogany on oak. Classic bay sailer, small enough for 1 person to maintain. Excellent sail, o/b. Rebuilt cockpit cabin needs some work. Berthed in Sausalito. $1,200 firm to another lover of wooden boats. Call (415) 457-0153.

RANGER 23, 1976. Bristol cond., never raced. Three head sails, 9.9 electric starter, Evinrude, interior like new. All canvas covers & cockpit cushions, VHF & knotmeter. $8,750. Call (408) 734-3882.

14-FT LASER. 2 sails & extra rigging. Excellent condition. Rebuilt Highlander trailer (new wiring complete, new wheel bearings). $1,200. (415) 283-3542.

YANMAR YSM 12. Good condition, overhauled Dec. 1987. Asking $1,250. Located Richmond Boat Works. (415) 232-5800, 589-5560.

21-FT MACGREGOR, 1976. Fiberglass. Very good cond. Lives out of water on a trailer w/no slip fees. Comes w/6 hp Johnson mounted on OMC auxiliary motor bracket. Sails include main, genoa, & working jib. $2,750. Call Don (415) 383-1955.

ERICSON 23. Exc. cond., main, jib, genoa, head, 4.5 hp o/b, many extras. Vallejo berth. $4,000. (707) 746-7931.

CLASSIC 24-FT COLUMBIA CHALLENGER 1963. Near Bristol condition, extensive inventory, many recent improvements, delta berthed. $5,995 b/o. (916) 731-5373 (work), 635-2616 (home). Or send SASE for detailed flier - Marc Longwood, 11553 Soda Springs Way, Gold River, CA 95670.

24-FT WYLIE WABBIT. 1984. Hull #50. Race ready ultralight. 16 sails including fresh one-design set. Trailer. All Harken. Many spares. $6,500 b/o. (619) 285-1159 (lv msg).

TWO CLASSIC SLOOPS. 20-ft 1959 Bay Lady with o/b. 18-ft 1949 Dunphy Condor on trailer. Both in great shape. Must sell. $3,000 each. (707) 829-5644.

TANZER 22, 1976. Fiberglass, excellent cond., great bay sailboat, radio, depth, compass, knotlog, 3 good sails, jiffy reefing, spinnaker rigged, Honda o/b w/charging system, potty, H_2O system, icebox & new bottom. $6,000 b/o. Call (707) 255-8898.

CATALINA 22, 1972. Swing keel, VHF, new head, cushion covers, curtains, battery, mainsail cover, Coyote Pt. berth. Just hauled, no trailer, extras!! $3,200. (415) 792-8036.

US 22 F/G SLOOP, 1982. Johnson 8 hp deep shaft o/b w/cockpit controls, galley, porta-potti, VHF, inflatable dinghy, etc. Delta berth. $4,500 b/o. (209) 748-5721.

J24, 1982. Great condition, rigged for racing, faired keel, new sails, S.F. gas dock cove berth, 2 axle trailer, 5 hp mariner o/b. Infrequently sailed or raced. $11,500. (415) 339-6264, 436-6118 (office).

HOBIE 16, CAT BOX, trailer w/storage & other extras. $1,000, offer, trade? 296-9210.

ISLANDER BAHAMA 24, 1969. All the usual, head, stove, 7.5 Merc., great condition. $3000. (916) 775-1313.

COLUMBIA 22. Fresh hull paint, new 6 hp w/alt., stereo, depth/fish finder, boat & sail covers, sleeps 4, dinette, toilet, raft, VHF. All standard equipment & more. Excellent weekender in great shape. Call Tom (415) 656-5622. $3,990.

1960 20-FT CLASSIC PEARSON. F/G full keel w/9.5 o/b. Excellent condition. $3,950. (707) 257-1870.

CORONADO 15. Blue & white, excellent condition, includes trailer, custom cover, life jackets, trapeze, harness & much more. $2,000. (415) 653-0300.

3 DRASCOMBE BOATS FOR SALE. Drascombe coaster with trailer, $8,000. Drascombe lugger with trailer, $5,000. Drascombe Scaffie with trailer, $3,000. All in excellent condition and 1986 Catalina 22 swing keel-loaded with extras like new, with trailer, $11,000 b/o. Call (916) 626-6846.

VENTURE 21, with trailer, 4 cycle Honda o/b, excellent condition. This mini-pocket cruiser has 4 bunks w/cushions, & a large inventory of sails & cruising equipment, including inflatable dinghy, propane BBQ, & safety gear. Great starter boat. Asking $4,000. (916) 268-9311.

CAL 20: 6 hp o/b w/recent service, galvanized trailer w/new axles, excellent sails, epoxy keel, new keel bolts & bottom paint, recently rerigged, adj., backstay, topping lift, vang, jiffy reefing. All lines led aft on Seals bridge. Whisker pole, boat hook & paddle, lifting rings & cables, tiller extension, sheet bag. Two anchors w/rode, bow roller, whale bilge pump, sail cover, life jackets, Lewmar winches, Ritchie compass and more. Dry berth w/lift included! $2,900 b/o. (415) 221-8224.

CATALINA 22. Well-kept 78, ext. tongue trailer, 5 hp o/b, VHF, depth, knot, AM/FM, 4 sails, other extras. $4,500. (916) 777-5688.

C&C 24. Absolutely, positively the best all around sailboat in the 26-ft & smaller size range. C&C quality. Fully equipped for racing, cruising, day sailing, etc. Shows like new. Must sell. Call for equipment list. $7,950. All offers considered. (415) 892-6308.

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16-FT BALBOA "MINI-CRUISER". Fixed keel, sailed 3 yrs, prime condition, w/trailer, new 4 hp Mariner, new bottom paint. Porta-potti, reef point, oversized rigging, all the equipment you will ever need. $3,800/will give lessons. Call Jan (415) 532-6105.

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ISLANDER BAHAMA 24 in great condition w/ Coyote Point berth. Leading Edge sails, Harken self-furling jib, all controls led to cockpit, 7.5 Honda o/b, VHF, knotmeter, sleeps 4, head, galley. $6,500 b/o. (415) 578-0566 (lv msg).

O'DAY 192, 1988 w/trailer. Looks brand new! Sailed only 6 times, stored under carport, KM, roller furling, jib, compass, solar battery charger, Bruce anchor, porta-potti, BBQ & more. Purchased new 5/89 for $16,500. Asking $7,900. (209) 632-8311 (after 6 pm wkdays).

13-FT BANSHEE. Excellent condition, extras include kick-up rudder (for lake sailing), self-bailer (for bay sailing), jam cleat (for easy sailing). Car-top possible, licensed & ready to sail. $695. Trailer available. $275. (415) 935-2128.

25 TO 28 FEET

CORONADO 27, in great shape, all lines led aft for easy single-handed sailing. Space of a 30-footer. 6-ft head room, family cruiser. Inboard, VHF, DF, KM, new compass, propane stove, safety net, fresh varnish, & paint. $7,500. Call today. (415) 732-9498.

RANGER 26. Harken furling, brand new main, stern rail, dodger, 9.8 hp Merc. O/B with cockpit controls & electric starting, KM, VHF, compass. $8,500 b/o. (415) 592-7886.

CAL 25, 1973. Excellent condition, 7 sails (3 new), 6 hp Evinrude, deluxe teak interior, sleeps 4, pop-top, galley, marine head, 2 anchors, VHF, stereo, life lines. $7,000. (415) 594-9259.

ERICSON 26-FT, 1968. Excellent bayboat, nearly new main, 9.9 hp Johnson, sleeps 5, head, lots of storage, perfect for first boat, great for overnights & short trips. Will give sailing lessons to buyer. $5,000. (415) 826-4492.

PEARSON 26. Good condition, 9.9 hp Johnson, stereo, compass. Have purchased new boat. $6,000 b/o. See at Brisbane Marina. Call (415) 941-6532 (anytime).

ALBIN VEGA 27-FT quality Swedish offshore cruiser. Exceptional condition. Yanmar diesel, many upgrades. $18,500 b/o. (707) 525-9509.

CORONADO 25. Five sails, 10 hp o/b, AM/FM cassette, lines led aft, Lewmar winches. Sailed often, well-maintained. Must sell! First $3,700 takes it, or trade for passenger van of equal value. (415) 278-9391.

COLUMBIA MKI, 1965. Well-kept, full keel, full headroom aft cockpit sloop. Honda 100 o/b, dodger, VHF, DF, KM, head, alc. stove, etc. Complete blister job w/epoxy barrier, 1989. $7,500 b/o. Solid stable, do anything boat. Call (916) 392-6440.

LANCER 28. Shoal draft keel w/trailer. Excellent condition, sleeps 6, electric head, alcohol stove, 10 hp Honda, autopilot, depth sounder, knotmeter, many extras. Owner willing to finance or trade for real estate. $13,000. (916) 966-3393.

VANCOUVER 25, 1983. Beautiful Robert Harris pocket cruiser. LOA 29'2", better than new, ready to take you somewhere. Five sails, dodger, 2 cyl Yanmar diesel, pressure water, VHF, Loran, knotlog, depth, stereo, galley w/propane, Mariner furling. $33,000 offer/trade up? (916) 944-1399.

CATALINA 27, 1984. 7-90 epoxy bottom, 14 hp Universal diesel, 2 batteries/charger, shore power, ped steering, dodger, KM, DS, VHF, stereo, autopilot. CNG w/broiler, MAG BBQ, 2 jibs, 2 spd winches, lines aft, full cockpit cushions, more! $21,900. (415) 933-9874.

CATALINA 25, 1983. Fixed keel. New April 1991: tandem 10,000 G.V.W., trailer, new fish & depth, autopilot, Loran, VHF, & Honda. All safety gear. Just add gas & food & go! Excellent condition! Asking $18,500. Call Peter collect (702) 588-8957 (Lake Tahoe).

COLUMBIA 26 MKII. Fun family cruiser, comfortable, dry & easy to sail with hot pink & blue full batten, self-tending jib, & full batten main. Also 110%, 150% & stock main. Sleeps 5. $9,000 b/o. Trades welcome. (415) 523-9011.

27-FT BALBOA SAILBOAT with trailer. Inboard diesel, standing headroom, sleeps 6, head, galley & instruments. $17,500. (916) 283-3218, (916) 836-2682.

ERICSON 27. Excellent condition. Roomy cabin sleeps 5, 6'3" headroom. Up-wind berth at Richmond Muni. Main, jib, genoa sails. Many extras. Owners eager. $8,995 b/o. Call Todd (408) 241-3559, Tom (415) 751-8876, Jack (916) 423-1557.

PACIFIC SEACRAFT 25-FT, 1977. A quality full-keel cruiser. 8 hp diesel, galley, porta-potti, ice-box, teak trim, bronze opening ports. Excellent condition. Moving forces quick sale. First $11,500 takes. Call Bob (415) 327-5003, (415) 322-7184.

ERICSON 27, 1979. Great cruiser or racer. Sails include main, 80, 110, 150, spinnaker & all gear. She has wheel, Atomic 4, adjustable backstay, knotlog, wind, VHF, all lines led aft. Boat is in beautiful condition & owner is anxious. $15,900 or make offer. (916) 878-1672.

STOP HERE. Are you looking for a well-kept 26-ft boat? I'm moving & must part w/my beloved Islander, many amenities: autohelm, refrigerator, dinghy w/outboard, KN, depth, VHF, pressure water. Call Steve, first respectable offer (408) 268-4195.

CORONADO 25. Very well-rigged cruiser/racer. New main, 2 good jibs, Kevlar "Blade", spinnaker, rod rigging, adjustable backstay, excellent deck layout, 6 winches, rebuilt interior, new cushions, new galley, new radio & depth sounder, knotmeter, new bottom, 10 hp o/b, lots of extras. $6,500. Call Russ Barton (415) 648-2694 (eves).

MACGREGOR 25-FT, 1980. New 8 hp Johnson Sail Master, 90 & 150 jibs, swing keel, trailer, depth sounder, compass, knotmeter, VHF, porta-potti, anchor & chain, many modifications, active local sailing club. $6,000. (408) 395-1087.

PACIFIC SEACRAFT ORION 27. Cutter rigged, beautiful condition inside and out. Full sail inventory, radar, self-steering vane, autopilot, dodger, refrigeration, windlass, dinghy. A true blue water boat for the serious cruiser. $44,500. Call (408) 247-3560.

CATALINA 25, 1982. Pop-top w/full dodger Johnson 9.9, VHF, depth, knotmeter, lifelines, shore power, galley, enclosed head w/sink, stereo, 20 gal. water, 2 jibs, sail covers, tall rig, Berkeley slip, heavy trailer. $9,000. Call Mike (415) 935-1808.

JEANNEAU 27, 1984. Well-maintained, elegant, fast, comfortable, easy to sail bay boat. Aft cabin, full galley, head, stereo & much more. $22,000. Check this one out and make offer. Must sell now, No better deal around. (415) 252-7105 (a.m.).

PACIFIC SEACRAFT ORION 27 CUTTER, 1982. Superb quality cruiser in absolutely top condition. Wheel steering, dodger, boom gallows, wind vane, AP, radar, Loran, etc. All lines led aft. If new, well over $100,000. Documented. $48,000. Will consider partnership. (415) 457-3027.

SOLING, US 63 NORWEGIAN-BUILT, perfectly balanced, superb sailing boat. Recently re-rigged. An exceptional sailing value at $2,250. Call Bill 457-5630 (betw. 5 & 8 pm).

NONSUCH 26. If you've ever wanted one, this is the one you want! Better than new. Extensive equipment list. Featured on the cover of July 1990 *Latitude 38*. $49,000. (707) 554-8725

SANTANA 27, 1972. Inboard Atomic 4 in great shape. 2 burner stove & oven, icebox, 20 gal. water, 2 batteries, spreader lights, DS, KM, VHF, AM/FM stereo, 2 anchors, shore power, very clean. $10,950. (707) 226-7209 (Vallejo).

COLUMBIA 29. Classic Sparkman Stephens design. Easy to sail boat for bay and coastal cruising. Self-tending jib, 130% jib & main. Over $1,000 spent to upgrade Atomic 4 engine. New fuel & electrical systems. Needs some work. $8,900. (408) 738-2948.

YAMAHA 25 MK II-1978. Masthead sloop, roller-furling, Yanmar inboard diesel, VHF, depth, full sails, epoxy bottom. Make offer. Call Bob (415) 342-6574.

COLUMBIA 26 II. Two radios, 2 anchors, 9.8 Evinrude, new battery, lots more. $5,500 or trade for what-have-you. (408) 733-0721.

CANADIAN SAILCRAFT, 27-FT SLOOP. Great condition, Yanmar diesel, roomy teak interior, alcohol stove, AM/FM cassette stereo, VHF radio, custom table, brand new porta-potti, dual head foil, 3 sails, depthsounder, knotmeter. Must sell. Call Jim (415) 329-8718. Berthed in Alameda. $17,000.

COLUMBIA 28, 1968. Great starter boat. Main, jib, jenney 3 yrs old. Standing rigging, 3 yrs old. Atomic 4 runs well. Standing headroom, galley, dinette, enclosed head, v berth. Depth, knotmeter, ground tackle. Berthed Pete's Harbor. $10,000. (415) 593-7617.

BRISTOL 27. Three head sails, spinnaker, dodger, Loran, inboard, rigged for single-handed sailing, $8,900. Free lessons & will help finance, 2-boat owner. (707) 746-6575 (eves).

CRUISE READY PEARSON TRITON 28.5-FT. All new: rigging, LPU, propane system, autopilot, genniker, DS, log, inflatable dinghy, wiring. Lights, plus much other gear. A beautiful boat - legal liveaboard. $10,750 b/o. 332-4559.

26-FT PEARSON. Troublefree, Sausalito berth, epoxied bottom in 1989. $7,000 b/o. Motivated. (415) 381-6748.

CATALINA 27, 1971. Excellent condition. Resin rich. Johnson 10 hp o/b, 1989, electric start. DS, VHF, 2 jibs, 110 volt shorepower. Custom-made teak dinette table & hinged main hatch. $8,200. Real pretty boat. (415) 664-7563.

SWEDISH-BUILT ALBIN 25 diesel motorsailer. New Hood furling, Sutter genoa, autopilot, depth sounder, new VHF, stereo cassette, 12/120v refrigerator, full galley, enclosed head w/basin. Convertible cockpit shelter, kids love the aft cabin. $11,500. (415) 457-8236.

HELP THE SEA SCOUTS & get yourself a great boat. As one of its annual fund-raising projects, the Alameda Sea Scout Ship *"Sea Fox"* has for sale a '69 Cal 25. The boat is in good shape w/a one yr old bottom, working sails, basic safety package, knotmeter, ground tackle & porta-potti. Call Barry Hodgkin (415) 521-2186.

PEARSON TRITON 28. Rebuilt Atomic 4, lots of extras. $10,000 b/o. 332-5478.

RANGER 26. 7 sails including spinnaker & gear, VHF, KM, DS, compass, 7 winches including two 2-speed winches, 10 hp o/b, new cushion & sail covers. Proven racer, comfortable cruiser. $6,500. (916) 684-1723.

NEWPORT 28. Sleeps 5, good shape but needs TLC. 5 sails, spinnaker gear. Must sell. $8,000 b/o. Call Rob 722-5924.

NOR'SEA 27. Superb condition. Aft cockpit, delightful interior. $16,000 in options and equipment installed fall 1989, including cruising spinnaker, windvane, SatNav, windlass, dodger, dinghy, o/b, plus everything needed to begin your dream cruise. No need to buy anything more. $48,500. (503) 881-1655.

CAL 25, 1966. 12 sails including 4 w/only a season of use. Epoxy bottom, extra strong rigging. Two anchors, VHF, depth, knotlog, 2 batteries, Nissan 5. Refurbished interior w/queen-sized double berth (really!). Asking $4,000. Call (415) 548-1447, (415) 424-6633.

PEARSON 28-FT, 1986. Great bay cruiser in excellent condition. Fully equipped: main, 2 jibs, Lewmar winches, dual batteries/charger, dodger, stereo, S/S radio, AWI, WS, KS/log, DS, diesel, wheel steering, hot water, shower, sleeps 6. Sausalito berth. Assumable loan. $550/month. (415) 331-8366.

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CUSTOM 26-FT CUTTER. All fiberglass with 6 sails, o/b, VHF, Loran, propane stove, anchors, windlass. Sleeps 2 in cozy, insulated cabin. Headroom only 4.5-ft but I lived aboard 2 years very comfortably and economically. Sausalito berth available. Asking $7,500. (415) 331-9491.

CAL 27, 1985. Excellent condition. Yanmar diesel, holding tank, head, pressurized water system, shower, 110 electric hot water heater, main & jib. Sleeps 5, knot & depth meters, compass. Must see to appreciate. Asking $19,500. (415) 572-9629 (eves/wkends).

HAWKFARM 28. Active one-design fleet, a fun boat to race or just daysail. For sale or charter for the racing season. Owner financing available or will trade for a smaller one-design boat. 937-7024.

BALBOA 27 with trailer, excellent condition! Extensive refit, 1988. This maxi-trailerable has cruised Alaska, S.F. Bay, Lake Tahoe, Mexico, Florida-Bahamas. Extensive cruising inventory includes inflatable w/o, generator-microwave, it's too long to list. Don't get stuck in the bay. $18,500. (916) 268-9311.

VENTURE 25. New bottom paint, VHF, KM, compass, good o/b, complete sail inventory, re-rigged for racing. Owner bought new boat, must sell. All serious offers considered. Call 661-0763 (after 7 pm or lv msg).

FREEDOM 25 SAILBOAT w/free standing, rotating wing mast. Delightful, safe, quality pocket cruiser for a family or solo sailor. Single-handed TransPac vet. $16,800. 769-0996 (lv msg).

HAWKFARM 28. Competitive SF-YRA one-design fleet since 1977. Affordable, durable & fun to sail. Needs only you & a crew. $19,000 b/o. (707) 257-3577.

CATALINA 25, 1986. Swing keel, Honda 7.5, furling jib, CNG stove, shore power, North sails. New 8/90: lines led aft, trailer, jib, bottom paint, balanced rudder, covers, VHF, knotlog, depth, compass. Ready for lakes or bay. $15,500. (707) 433-7033.

CATALINA 25, 1987. Fixed keel, trailer, Honda 10. Most factory options plus shorepower, roller furling jib, ST winches, DS, KM, VHS. Rigged for single-handing. Little used, nice condition. Located Richmond Marina. $14,500 firm. Call (707) 528-9133.

PRETTIEST CATALINA 27, (1977) AROUND. Atomic 4 engine, completely re-finished, laminated epoxy bottom, custom interior, wheel steering. $12,000. (916) 777-5117.

CORONADO 25-FT, 9.9 hp Evinrude recently serviced, hull painted in 1990, sleeps 5, very stable & roomy boat for the bay or delta, head, sink, good sails, sound condition. $4,500 or trade for smaller trailerable boat, car. (408) 268-0433.

PEARSON TRITON 28'6". Sturdy coastal & bay cruiser, fractional sloop rig, VHF, knotmeter, 2 mains, jib, genoa, spinnaker, 2 anchors, masthead navigation light, powered by dependable Atomic 4, Alameda berth. Sacrifice $10,000. (408) 457-1315.

PACIFIC SEACRAFT 25-FT DOUBLE-ENDER, great pocket cruiser, rebuilt diesel (Dec. 90), 4 tanbark sails (new Main cover), very, very clean. $17,500. (707) 745-3471 (after 7 pm or lv msg).

COLUMBIA 26 MKII, OMC sail drive. 4 sails, (dbl. reef main, 85 club, 110, 170 reacher), new running rigging for single-handing, DS/VHF, KM, 2 batteries w/charger, stove, enclosed head. Hauled, painted, surveyed 2/24/90. $6,995. Call (707) 745-3471 (after 7 pm or lv msg).

CATALINA 27, 1976. Atomic 4 cylinder inboard (new in 1985 w/75 hours). Very comfortable interior, sleeps 6 w/full standing headroom. Spacious galley & dinette area. Excellent condition. No blisters. $7,900 b/o. (415) 332-2468.

JOHN HANNAH DESIGNED Gulfweed ketch. 28-ft LOD gaff main w/Marconi mizzen. Albin 2 cyl. diesel. Birds-eye maple interior, new upholstery, douglas fir hull & deck. Shipmate stove/oven. New varnish. Master Mariner. $9,500/trade. (415) 332-2468.

29 TO 31 FEET

CATALINA 30 1988. New-style, T-cockpit, wheel, diesel, depth, knot, VHF, hot water, shower, roller furling, self-tailing, stove/oven, 100 hrs engine, perfect teak, 150, 120, 90, many extras, Bristol condition. $45,950. Call (415) 854-7777, (415) 326-1900.

CATALINA 30. For sale, best offer or partner wanted w/no buy in. Berthed in Sausalito, wheel steering, roller furling jib, other extras. Call Roger 434-4544 (days), 456-0421 (eves).

CATALINA 30, 1977. Extended rig, halyard winches & 4 barients, 4 sails, diesel, great shape, fast & roomy, many extras. $20,000. Must sell. Call Tom 472-3422, 388-6154 (eves).

TEAK TAHITI, 30-FT TAHITI KETCH, built in 1961. Teak planked, silk-bronze fastened, new running rigging, diesel engine. I love this beauty, but my work takes me out of town & I'm unable to give her the care she needs. Only $20,000 b/o. Call Boris (415) 641-4238.

30-FT HIGH PERFORMANCE CRUISER. Bred for speed, designed for comfort, built to last. 1982 Hullworks built, double spreader rig by Ballenger, Yanmar diesel, VHF, knotmeter, depthmeter. Beautifully trimmed in teak w/Brunzeel interior. $21,995 b/o. (209) 545-2583.

CATALINA 30, 1976. Tall rig, second owner. Well-maintained boat. DS, KM, VHF, AP, diesel, new stove, new refrigerator AC/DC, new paint over all. Tiller steering. Extra keel bolts. Will take smaller boat as part payment. $21,600. (415) 369-9740.

30-FT CATALINA 1984. Save! Ready to go, no haulout needed! New epoxy bottom 3/15/91. Fully equipped: 21 hp diesel, ped steering, dodger, knot/log, depth, VHF, stereo, pressure hot water, refrig., excellent condition. $34,500. Call (415) 342-3506 (days), (415) 573-9859 (eves/wkends).

CASCADE 29 SLOOP. Good condition, 10 hp Volvo diesel, offshore capable, 55 gal. fresh water tank, 2 reefing points, 2 jibs, new cabinetry, 2 burner stove, Loran, VHF, depth, new bottom & topside paint, sailing dinghy. $15,000 b/o. Call Jude (415) 365-3002.

BRISTOL 29. Cruiser - Herreshoff design in mint condition, 4 sails, jiffy reefing, 9 barients, Plastimo compass, VHF, knot, depth, new Harken traveller & anti-skid polyurethane. 8/89 epoxy bottom & rebuilt engine. Must see & try. Make offer. (415) 665-6017.

BENETEAU 305, 1986. Fast comfortable racer/cruiser. Well-maintained. $40,500. 100% financing to qualified buyer. (415) 488-0579.

CATALINA 30, 1982. New sails, roller furling, tabernacled mast, Loran, RDF, VHF, autohelm, pedestal steering, custom interior, new bottom 1988, never lived aboard or raced. Berth available. Classy cruiser. Asking $27,000 or offer. Jon (408) 476-3582 (eves), (408) 423-9050 (days).

SANTANA 30, 1979. Excellent condition. Diesel, Loran, folding prop., 7 sails including cruising spinnaker, new mast & boom, oversized rigging, Origo stove, stereo. $24,900. (415) 522-2610 (home), (415) 732-0680 (work).

C&C 29, 1979. Orgasmic sailing experiences & fun too can be had if you buy this racer cruiser. AP, DS, KM, VHF, stereo, fridge, diesel, pressure water. Must sell to close deal on bigger boat. $28,000. (415) 366-6361.

LANCER 29, 1978. Great Bay cruiser! Yanmar diesel, wheel steering, self-tailing winches, lines led aft, VHF, fatho, compass, alcohol stove, roomy teak interior sleeps 5, standing headroom, enclosed head. Full survey & bottom paint '90. $16,500 b/o. (415) 886-6170.

FARALLON 29, 1976. Factory finished full keel fiberglass cruising sloop. 4 head sails incl. club jib. Diesel, dodger, tiller, autohelm, windvane, bronze ports. Rigging new 1987, wood interior. $18,500 b/o. Extensive equipment list. Call (707) 745-6204 (day/eves).

RAWSON 30. Sloop, diesel, CQR, power prop, 2 depth finders, anchor winch, 110 AC, butane stove. $20,000. (619) 872-9032.

NEWPORT 30 II, 1977. Race, cruise. 11 winches, internal halyards, head foil, full instrumentation, VHF, cassette stereo, 3 seasons on new racing sails, adjustable backstay, reaching strut, Martec prop, new Micron bottom, cockpit cushions, Delta canvas, autohelm. $25,000. Call John (707) 938-0709.

BODEGA 30, 1979. Blue water cruising sloop, hand-laid F/G hull. Volvo diesel, 160 hrs since overhaul, new dodger & covers. Owned & customized by shipwright moving up to larger boat. Ready to sail anywhere. Perfect for couple. $19,900. (415) 331-9219.

NEWPORT 30 MKII, 1974. Red hull, white deck. Excellent bay boat. Active fleet. South Beach Harbor, S.F., berths available. $13,750. (415) 921-4137.

1973 CAL 29. Recent awlgrip & blister repair, Atomic 4, DS, speedo, VHF, battery charger, stereo, AC wired, AC reefer, folding prop, class champ, good sails. $17,000. (415) 332-7521.

CATALINA 30, 1982. Sloop rig, 6 sails includes spinnaker, Loran navigation, Autohelm, depth, speedo, windspeed, windpoint, RDF, VHF radio, h/c pressurized water, shower, diesel power, full cockpit cushions. Beautifully maintained. Berthed in Richmond. $32,950. (707) 545-9011 (days), (707) 523-4121 (eves).

30-FT COLUMBIA, great liveaboard, sleeps 6, custom interior, refrig., microwave, stereo, wheel steering, Loran C, SatNav, depth sounder, knot log meter, mast steps, Atomic 4. Must sell ASAP. Great condition! Sacrifice! $15,000. Call (415) 838-7424.

CATALINA 30-FT, 1979. Attention Silicon Valley commuters! Roomy liveaboard in Redwood City liveaboard slip. Many amenities include: phone, TV, stereo, shower, etc. Fitted with autopilot, 11 hp diesel, 2 depth sounders, 3 jibs & main. New bottom in '90. Asking $32,000. Mike 369-7574 (eves), 513-1507 (days).

29-FT GULF PILOTHOUSE SLOOP, 1981. Excellent cruiser for bay, delta, coast. Loran, autohelm, VHF, stereo, diesel, alcohol stove, microwave, & more. Bottom paint 1 yr. D dock, slip 72, Marina Bay, Richmond. $23,000. (916) 972-1762 (eves).

ISLANDER 30 MKII, 1973. Seven sails, upgraded rigging, rebuilt freshwater cooled, gas engine, new gas tank, 2 props, stainless propane, dodger, full-canvas cover, AP, DS, KM, VHF, stereo & much more. Well-maintained. Berthed in Berkeley. $18,500. (415) 339-9407.

CAL 2-29, 78 YANMAR 2GM20F wheel, roller furling, AP, VHF, KM, DS, dodger, propane stove w/oven, Loran, SatNav, teak interior, sleeps 6, pressure watered, CQRW, 40-ft of chain, 300 ft of rode. $23,000 b/o. (707) 557-7783.

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ERICSON 30, 1970. $19,500. Excellent condition. Teak in/out. 6-ft headroom. Harken roller furling/C-cut 110 North sail. VHF, stereo, DS, KM, Atomic 4, alcohol stove/oven. Boat cover. Coyote Point berth. (415) 873-6614.

31-FT ERICSON INDEPENDENCE CUTTER, 1978. Recent Mexico vet, Yanmar diesel, Harken furling, SatNav, VHF, KM/DS, dodger, Maxwell-Nillsen windlass, CQR, H-T chain, pressure water, A/P heater, stereo, tri-mastlight, inflatable. $34,500 b/o. Owner anxious. (619) 222-2996.

NEWPORT 30, 1971. Well-equipped older boat in excellent condition. Atomic 4, spinnaker, storm sail. Enjoy the ocean, bay or delta. Berthed in San Rafael. $17,500. Relocation forces sale or trade for 4x4 cruise vehicle or ? (415) 383-1950.

O'DAY 30, 1979. 15 hp Yanmar diesel, great boat with roomy interior, all lines lead aft, Loran, KM, DS, VHF, pressure water LPG stove/oven, keel stepped mast, 10-ft inflatable available, moving, must sell. $23,000 b/o. (415) 653-2868 (lv msg).

ERICSON 30+, 1982. Wheel steering, diesel, 80% & 100% jibs, whisker pole. New running rigging, lines lead aft, 4 barient ST winches, h/c pressure water, VHF, digital DS, KL, KM, stereo, CNG stove/oven. $31,500. (415) 381-5387.

30-FT CLIPPER MARINE, beautiful. Low maintenance yacht. 10 hp electric start Chrysler, VHF, DS, RDF, compass, sleeps 6, head, galley, porta-potti, 2 batteries, 20 gal. water, stove, dock steps. Perfect hideaway. $10,500. (707) 823-0789.

CASCADE 29. 5 sails, Hawaii vet, Atomic 4 rebuilt engine. Needs work. Inexpensive liveaboard. $6,000. 457-8279.

OLSON 30. Ballenger spars, double spreaders, rod rigging, 5 sails. $17,000. 468-4423.

NEWPORT 30 MKIII, 1982. 90% club jib, 110, 155 reacher/drifter. Flattener, 2 reefs & 3 halyards lead aft. Diesel, VHF, DS, KM, CNG stove/oven, wind speed & point, battery charger & more! Alameda Marina Pier 4, #439. $27,000. (415) 523-4698.

WILLARD 30-FT 1974 MOTORSAILER. W.I. Evelock design, double-ender, Perkins 4-107 diesel engine. New epoxy bottom. Excellent condition. $23,950 b/o. (800) 551-1199, (916) 791-0364 (eves).

NEWPORT 30-I, 1974. Mull hull, the best all-round boat for fast, comfortable cruising or racing the bay! Rebuilt Atomic 4, new upholstery, much extra teak in and out. Never raced. $19,500 b/o. 364-5970, 550-8320.

CATALINA 30, 1980. Well-kept: dodger, cockpit cushions, Atomic 4, KM, DS, VHF, battery charger, 2 anchors, Ker. stove, oven, Force 10 heater, Camber spar jib, 110 jib, 2 yr main, more. $25,000. (916) 487-8501.

J30, 1981. Great racer/cruiser, 8 bags, AP, depth, VHF, Loran, RDF, knotlog, strong, roomy and fast. $29,000. (805) 643-4331.

YANKEE 30 III, 1973. Custom mast, new Harken roller and C-cut 140 converts for racing, quick vang, rear hydraulics, extra winches, autopilot, depth, stereo, etc., Mylar 145 & 162, 4 spinnakers, 2 mains, etc. Race winner, cabin trunk cockpit cover. Offer. (213) 301-2188 (Marina del Rey).

ERICSON 29, 1970, *"HERITAGE"*, sloop, VHF, DS, 3 jibs: 90, 120, 150, beautiful spinnaker, Atomic 4 overhauled last year, new bottom paint. Spacious cabin with 2 double berths, sleeps 6, well over 6-ft headroom. Excellent S.F. Bay cruiser or racer. Popular boat, well-maintained, excellent value. Alameda location. Asking $16,000 or will consider trade-up to larger boat. Call (408) 847-2946, (408) 778-1741.

30-FT ISLANDER BAHAMA 1979. Pressurized water system in head & galley, sleeps 5, wheel steering, 3 sails, DS, KM, VHF, stereo, Volvo diesel, safety gear, cockpit cushions. Great family cruiser/racer. $22,000. (408) 842-3319.

30-FT ISLANDER 1971. New dad has no time for solid & roomy racer/cruiser. New DM, KM, Loran, autotiller & fuel tank. 5 sails, Atomic 4 gas inboard, VHF, inflatable. $15,000 b/o. Partnership offers considered. Call Dan (408) 336-8975.

HUNTER 31, 1984. Yanmar diesel, 110, 150, instruments, wheel, all lines aft, self-tailers. Fast but still great liveaboard for weekends at Angel Island. Cool boat for delta too. $33,900. (415) 865-8722.

31-FT SEAFARER. Fiberglass cruising sloop, Palmer inboard engine, VHF, AM/FM cassette stereo, AC shore power, sleeps 4-5, well-maintained in excellent condition, many extras. Coyote Point berth. $13,950. (415) 341-2170.

RACER CRUISER CUSTOM-BUILT fiberglass sloop. Excellent bay & ocean boat, fast yet comfortable, good sails, Yanmar diesel, Loran, recent bottom work. $19,000. (707) 584-0311.

PEARSON 30, 1975. Estate sale. Excellent inside & out. Atomic 4, new Loran, VHF, DS, KM and more. New main & jib, additional jib. *Sail* magazine says Pearson 30 top choice used boat. Outstanding value. $20,900. Jeff (415) 948-0194, (408) 246-9098.

30-FT ISLANDER BAHAMA 1983. Excellent liveaboard, no haulout needed, h/c pressure water, shower, diesel, wheel steering, VHF, depth, knot, stereo, inflatable dinghy, & much more. $35,000. Call Walter (415) 952-9886.

PEARSON COASTER, 30-FT. Excellent bay & ocean cruiser. New sails, Volvo diesel, knotlog, Aries wind vane, shore power, diesel cabin heater, many extras. $19,500. (415) 523-2853.

OLSON 29. Built at Pacific Boatworks, hull #8. Very well-equipped, it's fast & fun, 13 bags of sails, successful race record. $32,000. (707) 643-3590.

CATALINA 30, 1978. Atomic 4, ped steering, compass, KM, fatho, VHF, spinnaker rigging, stereo, alcohol stove, berthed in Alameda. Retired living at Lake Tahoe w/another boat - no time for this one! $22,000. (916) 581-2741.

CATALINA 30, 1984. Non-equity timeshare. Roller furling, self-tailing winches, large diesel, Marina berth. $225/month. (415) 677-6304, (415) 885-6811.

CATALINA 30, 1984. Excellent condition. Diesel, h/c pressure water, shower, self-tailing winches, roller furling, 110/130 Mylar/155, VHF, depth, knot, Loran, inflatable dinghy, stereo, microwave, barbecue grill, pedestal table. $33,500. Call Mike (415) 677-6304 (days), (415) 885-6811 (eves/wkends).

SANTANA 30. 1975 racer/cruiser, rebuilt Volvo diesel. 1990: sails & Signet WP/WS, KM/KL, depth/alarm, Loran, Cybernet, 2 speed winches, custom interior, etc. Excellent condition. $27,500. (714) 641-0234.

32 TO 39 FEET

35-FT PRETORIEN BY WAUQUIEZ. 1986 sloop. Blue water boat. Orig. owner, never chartered, never raced. Like brand new, hardly sailed, only in S.F. Bay. Elvstrom sails: main, 150 genoa, 100 jib & storm jib. Profurl roller furler. Wheel, Lewmar self-tailing winches. Forward double berth, private aft berth. H/C pressure water, propane, reefer, double stainless sinks, full galley. All teak cabin w/fine European craftsmanship. Special lighting. Sleeps 7. Bottom just painted. Current survey available. Fabulous boat! $89,000. (415) 922-5225.

CUSTOM FARR 36. Has fire damage (see *Latitude* "Sightings" 4/91). Cold molded, custom paint/graphics, epoxy/Micron bottom, safety gear, 8-man raft, feathering prop, B&G, VHF, SSB, 12 bags sails. Rebuilt spars, new diesel & running rigging. $20,000. 532-9306.

CORONADO 34. Sleeps 6, diesel, new Yanmar 3 cyl., Harken roller furling, new dodger, batteries, etc. B/O above $19,700. (415) 456-9725 (eves).

ALBERT 35, 1966. Cruiser ready, diesel engine, Aries vane, Loran, VHF, windlass, new sails, custom galley, stove/oven, cabin heater, & much, much more!! $39,000. (415) 588-0127.

VALIANT 32, 1978. Hull severely blistered, rigging and interior in excellent condition. Aries wind vane. As is $20,000. Call Don (415) 854-6687.

37-FT ALDER COASTWISE CRUISER. Cedar over oak, cutter rig. Design #675 is described on p. 236 in *John G. Alder and His Yacht Designs.* Eligible for Master Mariner. Must see to appreciate. $34,900. (408) 338-9402.

ISLANDER 36. 25 hrs on new diesel. Brand new Larsen, fully battened main, all new standing & running rigging, new pumps & lights, super clean, all teak interior, must see. Moss Landing. Call Pam (408) 479-4129. Best value on market.

35-FT CORONADO. Tri-cabin, center cockpit, all amenities for comfortable liveaboard or cruising. 22 hp Albin diesel, club jib, well-equipped. Very good condition. $32,000. Call for details (707) 226-2663, (707) 226-3017, (707) 224-0885.

33-FT HANS CHRISTIAN 1986/87. Proven cruiser Canada to Baja. Meticulously maintained. Better than new. B&G Hornet 4/Hecta instruments. VHF, Loran, refrig., Monitor windvane, Autohelm 6000. Dodger/cockpit cover. Windlass - 35 & 45# CQR/chain. By owner $120,000. Call (503) 638-9368, (415) 638-7739.

36-FT ANGLEMAN SEA WITCH *"Golden Hind."* Gaff ketch, wood hull, teak decks, with 8-ft sailing rowing pram, excellent condition. New: electrical system, diesel heater, sail covers, interior cushions, Avon dinghy & 5 hp Seagull. Located Monterey, CA. $70,000. (408) 663-5163.

FANTASIA 35. Ideal liveaboard & world cruiser. Center cockpit, aft stateroom, workshop, davits w/dinghy & o/b, 40 hp Pisces diesel, microwave, AC ref, dodger w/sailing bimini. Plenty of storage. Beautiful teak interior, well-equipped. Price reduced to $62,000. (707) 762-7190.

OLSON 34, 1989. Like new condition, Loran, VHF, SmartPak, 4 sails, complete inventory. Fast & comfortable. $75,000 value. $55,000. Must see. Call Lee (916) 898-0828, (916) 895-6464.

33-FT TARTAN TEN. Well-maintained racer/cruiser. Fully equipped. Motivated seller. A steal at $19,000 b/o. Call (415) 439-2150.

ERICSON 39. 1-ton racer. Fast, well-equipped. Radar, SatNav, Loran C. Many electronic extras. Liveaboard or sail away. Well-maintained, excellent condition. $45,000. (415) 244-9771.

1979 ISLANDER 32-FT. 4 cyl fresh water cooled diesel. Like new condition inside & out. Recent survey & new epoxy bottom jib. Very roomy interior, great liveaboard. Call for details. $37,000. 228-7348, 228-2852.

ERICSON 32, 1974. Mahogany interior, teak & holly floor, teak cockpit grate. Furuno L800 Loran C, Horizon VHF, Signet fathometer & KM, Naviv. Self-steering. New bottom 6/90. $25,000. (707) 937-3837.

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CATALINA 34. Bristol condition, North sails, plus spanker & 150 genoa, roller furling, DF, KM, wind machine, Marine radio & stereo system, Loran, autopilot & more. 1989 model. Loaded w/misc. goodies. $60,000. Call Tom 685-2234.

FREYA 39. Factory-finished, well-equipped & beautifully maintained. Best Freya. $79,950. 387-5907.

36-FT CHEOY LEE YAWL, 1968. Class look w/ fiberglass construction. New since 1989: Profurl roller furling, ICOM sails, refrigeration, stove, upholstery, windlass, head, awning. Bottom paint 4/91. Dinghy, depth, pressure water, shower, 6 berths, wheel, spinnaker, CQR & chain rode, Danforth, 62 hp Volvo diesel. Best looking boat on the bay. $47,500. Call for listing & photo. Jackie (619) 295-4894.

UNION 36, 1983. Full keel, cutter rig, South Pacific veteran, recently shipped back from NZ, all ready to cruise. One owner, 50 hp Perkins, solar panels, dodger, Monitor vane, 8 bags, Avon liferaft/watermaker, HAM, RDF, stereo, log, DS (2), VHF, VHF HH, 110 inverter, radar detector, 60-ft CQR, 22-ft H Danforth, 75-ft Luke, 300-ft 3/8 BBB, ABI windlass, dinghy, o/b, sextant, 100 gal. fuel, 140 gal. water, charts, many spares, over $20,000 equipment. $73,000 b/o. (408) 370-0375.

CATALINA 36, 1983. Beautiful veteran of numerous family coastal, bay & delta cruises. New bottom paint. Furuno 1800 radar, Loran, autohelm, VHF, RDF, stereo, diesel, Hood roller furling, all lines led back. Extras. Great deal! Details (415) 343-2581 (lv msg if no answer).

38-FT *"VIRGINIA S. LAWTON"*. Double ended "Ingrid" gaff ketch. Center cockpit w/aft cockpit. Has sailed Baja. Just hauled & in top condition, w/ extensive inventory. Very handsome, in traditional style. $48,000. (415) 548-0928.

33-FT COLUMBIA SABRE. FRP, very fast, stable & strong. Perfect condition! Mint! New motor, new bottom & LPU. Moving forces sale ASAP. Call for details & make offers. (415) 595-0556.

37 TAYANA MKII CUTTER, 1983. By owner. Vet. Mexico cruiser. Need to sell. $75,000. (415) 614-1941.

CATALINA 34, 1988. Excellent condition, 90 hrs on 24 hp diesel, 110% furling jib, depth/knot, VHF, Loran, refrigeration, h/c pressure water, & more. $62,000 or $15,000 & assume $47,000 (10.5%, 12 yrs remaining, $573/month) loan. Currently on stand. (408) 476-1997.

PRETORIEN 35, 1967. Performance cruiser/ ocean racer. Harken self-tailing winches and traveler. Electronics, navigation, autopilot, safety equipment. 11 sails, most new. European teak interior. H/C pressure water. Low engine hours. New Micron bottom. Meticulously maintained. Serious inquiries only. (415) 334-1387.

CAL 39, 1978. New Perkins 4-108, refurbished roller furling, new electronics, C/WS/WD/KM/D, AP, stereo, CNG stove, freezer, automatic bilge pump, lots of sails and extras. $57,000. (415) 659-8156 (eves), (415) 859-3195 (days)

MARINER 35 CUTTER RIG, fiberglass hull, aluminum mast/boom, stainless rigging, 2 cyl diesel, 7-ft headroom, 12-ft beam, spacious! Galley, head w/bathtub. Great cruiser or liveaboard. Comes w/berth in Marin. $19,000 or part trade for what have you? (415) 453-6961.

ERICSON 38. Less than 600 engine hours, North sails, Hood furling, dodger, Force 10 stove/monitored propane, system, 100 gal. pressurized water, shower, instant-on hot water, stainless tankage, new upholstery, tiled fireplace, large galley. Must see. $68,000. (408) 244-1202.

ANGLEMAN KETCH-MOONSAILER is for sale. 32 LOD, 37 LOA, teak deck & interior, fiberglass hull, 3 anchors, VHF, diesel heater, great liveaboard/cruiser. $47,000. (415) 369-0804.

TAYANA 37, 1977, #68. Reduced to $75,000. Perkins 4-108, 2 VHF, Loran, depthsounder, autopilot, electric windlass, all chain, stereo, propane stove & oven, cold plated refer., diesel cabin heat, constavolt, great condition & more. (415) 742-9074 (lv msg), (415) 347-7881 (home).

33-FT STEEL DOUBLE ENDER, CUTTER RIG. 32 hp diesel, attractive, strong & seaworthy. Well-equipped for living aboard or world cruise. Bristol condition. $50,000. 428-4023.

BAYFIELD 32, 1980. Cutter, full keel, documented, diesel, wheel, windlass, 4 anchors, SatNav, Loran, radar, WS, log, KM, autopilot, windvane desalinator, pressure water, solar panel, wind/water generator, inflatable with o/b, liferaft, EPIRB, lifesling. $54,000. 333 Tuleberg Levee, Box 20, Stockton, CA 95203.

CABO RICO 38, 1981. Perkins 4-108, 50 hp main, 4 kw diesel gen., microwave, air conditioning, holding plate, refrigeration, SatNav, Loran, Autohelm 6000, IMI-combo depth indicator, radar, 2 VHF radios. $85,000. (916) 392-0127.

DISTRESS SALE. Last May I turned down $30,000 for my Chinese Junk cruiser/liveaboard. Now, I'll take any reasonable offer. She needs a little attention, but she's 11.5 x 33, run by a dependable 35 hp Chrysler diesel, new batteries, almost new (red) sails. (800) 733-JUNK or (916) 342-9313.

BENETEAU FIRST 32, 1983 express cruiser. 6 sails including spinnaker & new North full batten main, Harken roller furling, 21 hp Yanmar diesel, full instrumentation, autopilot, VHF, Loran, EPIRB, stereo, dodger & sunshade. Beautiful! $35,000. Divorce forces sale. (714) 997-4697.

WYLIE 34. Fully loaded to race or cruise. This is an opportunity to purchase a great boat at its donation value. Trade of E22 or classic motor yacht considered. Partnership breakup makes this value available if you act quickly. Call for info. (415) 326-6484.

38-FT SPRAGUE DESIGN STEEL SAILBOAT 90% complete. Needs sails & rigging. Many extras: propane stove, fridge, VHF, 2 compasses, 2 anchors, dinghy. Cruising or liveaboard. Call Paul Porri, Docktown Marina (415) 365-3258.

CATALINA 34, 1987. Roller furling, 110, 95, cruising spinnaker, VHF, Loran, Datamarine Link, refer, stereo, h/c water, custom Runion soling rig, new bottom, lines led aft, 3 batteries, 2 anchors, great condition. $58,000 firm. (209) 478-2642. No brokers, please.

MORGAN 384. Medium displacement performance cruiser. Meticulously maintained & well-equipped. Lots of teak, ash, & holly. 50 hp diesel, full electronics, dodger, roller reefing, aft/forward cabins, chrome dorade vents. Ready for serious cruising. $72,500 or real estate trade. 532-6736.

PEARSON VANGUARD 32.5-FT. Bulletproof cruiser. New haulout, survey. New depth sounder, speed log. Loran. Rig overhauled, excellent condition & ready to go now! Just $19,500 firm. (415) 332-4871.

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COLUMBIA 36-FT, 1968. Just hauled. TransPac vet. Great liveaboard, wheel steering, club jib, autopilot, propane stove/oven, 12 v. ref. h/c pressure water, shower, 20 hp diesel. $27,900. Call Ted (415) 326-1430.

ERICSON 32, 1979. Excellent condition, professionally maintained. Mast and boom painted white. Equipped for bay and delta cruising. Upwind transferable Berkeley slip near yacht club. Photos and inventory available. (916) 961-5634, (415) 795-0622.

39-FT BAY CLASSIC: FARALLONE CLIPPER. Great shape, freshly varnished & painted, new overhauled 54 hp Perkins diesel & electrical system, teak deck, new rigging, new sails, clean mahogany & bronze interior, berth available Tiburon. Reduced to $29,000. (707) 525-1702 (days), (707) 935-1885 (eves).

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LEGAL LIVEABOARD BOAT in Redwood City. 35-ft Coronado sloop, 1973. Tri-cabin, sleeps 6, AC/DC refrigeration, microwave oven, color TV, h/c pressure water, head/shower, depth sounder, telephone. Was $35,000, sacrifice at $29,000. Call Jim (415) 365-6264.

ISLANDER 36. Palmer 4 cyl, 11 winches, racing wheel, Loran, VHF, stereo, alcohol oven, 3 head sails, & more. Only $35,000 or trade for power boat. (916) 644-3883, (800) 655-5026.

ERICSON 35+, 1983. In Hawaii, sleek, clean, excel. cond., spinnaker, furler, dodger, dinghy & o/b, DS, KM, wind, autohelm, SatNav, fridge, 85 gal water & more. May deliver to CA. Also consider 1/2 partner in S.F. Bay. $75,000 b/o. (408) 756-9716 (days), (408) 377-7951.

HUNTER 35.5, 1990. Fully equipped for cruising or racing. Dodger, roller furling jib, spinnaker gear, Loran, folding prop, knot, depth, wind meters. $84,500. (916) 422-7476.

C&C 35-FT, 1984. High quality perf. cruiser. One owner. Like new. Full race, trophy winner, 10 sails, rod rigging, B&G electronics, Loran, diesel, engine. Full cruising, dodger, bimini, sleeps 6, freezer, shower, stereo, Avon/motor. Good liveaboard. $72,000 b/o. (415) 254-5537.

RAFIKI 35, 1980. Loaded, excellent condition, documented, great liveaboard. Diesel, new epoxy bottom, teak decks, varnished rails and trim, new full boat cover. Five sails, furling, dinghy, davits, dodger, modern electronics, refrigeration, heater. Lots more! Ready to cruise. $65,000. (415) 595-3094.

PANDA 34 CUTTER, 1985. Perf. cruiser. Exc. cond. Quality throughout. Fully insulated, all S/T winches, o/s primaries, B&G Hornet pack inst./ ICOM VHF/Loran/elec. windlass/3 anchors/AP/ holdover ref? 4/90 haul/bottom. SSF liveaboard. Must see. $82,000. (415) 857-2429 (days), (415) 952-6651 (eves).

(CA) ISLANDER 36-FT, 1979. Excellent all-weather racer/cruiser. Radar, Autohelm 5000, Signet instrumentation, VHF, Perkins 4-108, North sails and spinnakers, 10 winches, custom teak/ oak interior. Well-maintained performance cruiser. Morro Bay slip, or will deliver. $46,900. Call Ted (805) 528-5070.

CATALINA 36, 1983. Excellent condition, new interior cushions, bottom paint, head, batteries, knotmeter, DS, VHF, batt. chrg., Larsen main, 110%, 1.5 oz spinnaker. Must sell! $44,500 - all offers considered. No brokers. (415) 381-6732. Assumable loan w/Wells Fargo.

SANTA 33 part complete kit. Hull, custom deck, keel mold, some deck gear, etc. Owners migrated to N.Z. Must Sell! $9,500 or realistic offer. Trades considered. Contact Bryan (916) 729-4355 (eves only).

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HANS CHRISTIAN 36-FT, 1975. Great condition, need bigger boat for family. $65,000. (916) 265-6244. Consider trade & cash for cruiser.

STEAL THIS YACHT. 36-ft tri in Bristol cond. VHF, knot, depth, log, AC/DC panels, inverter, Yanmar dsl, propane stove/oven. Fridge, BBQ, 5 bags, LPU throughout. Liveaboard or ready to cruise, slip available. Priced $10,000 under last survey - must sell! (415) 366-2938.

37-FT VALIANT ESPRIT. Fast & sturdy cruiser that looks great. Designed by Bob Perry & built by Nordic in 1978. Ready to go. Well-loved & well-maintained w/radar, Loran, dodger, Monitor, refrigeration, 2 heaters, separate shower, stereo, liferaft, stainless steel winches, S&L power windlass, 4 batteries, 5 sails, 3 anchors, all the basics & many extras. This is a boat you can feel proud of & confident in. $83,500. Call Jim or Kathy (805) 967-9932.

CLASSIC JOHN HANNA KETCH. Double ended, 39-ft. Gaff-rigged solid spruce masts, Dacron sails. Heavily built in Nova Scotia 1947. Diesel GMC 271 engine. Needs some restoration. Woodburning stove, sleeps 7. $20,000 b/o. Must sell now! (805) 772-4534.

ERICSON 35, 1970. Excellent. 3 North jibs, KZ double headfoil, 2 spinnakers, all lines to cockpit, modified rudder & keel, new Standard depth, new log, apparent wind & wind speed, autohelm, hydraulic backstay, stereo w/equalizer, bottom paint July 90. $38,000. (415) 383-5347.

HUNTER 34, 1983. Brand new interior. Fast cruiser w/3 cabin configuration, excellent liveaboard, easy single-hander, roller furling headsail & powerful full-batten main, both like new. 21 hp Westerbeke. Price reduced. Asking $39,500. (415) 331-5611.

ARIES 32-FT SLOOP. Diesel engine, Hood jib furler, like new spanker & 135 genoa, Muir windlass, dodger, Monitor wind vane, Dickinson diesel heater, DS, KM, VHF, Loran, anemometer, very strong boat. Sausalito berth. Asking $39,500. (415) 331-3095 (days), (415) 381-1049 (eves).

RANGER 33, 1974. Last chance! If you don't buy it I charter it! Reduced this month only from a low $27,000 to $22,000. 8 sails, 2 spinnakers, Atomic 4 (gasoline), etc. Call Francesco 753-6905.

36-FT HANS CHRISTIAN. Great cruiser, comfortable liveaboard. Discount to strong buyer or equity trade for condo or lot within reasonable commute to Berkeley or Santa Cruz. Berkeley berth. $65,000. Call Charles (408) 429-1234, (415) 841-7726 (lm msg).

ERICSON 38, 1981. Autohelm, roller furling, h/c water, dodger & bimini, KM, DS, VHF, wind, AM/FM, Cole stove. Competition keel, folding prop. New batteries, new fuel filters, fresh bottom & oil change. Neat & clean! $62,000. (208) 939-2426.

40 TO 50 FEET

COLUMBIA 43 - Hull #3, sailing dinghy, Avon, radar, extra sails, etc. Lived aboard for 8 yrs, will consider any trade. $69,000. (415) 865-7521.

VAGABOND 47. Bristol condition, completely equipped & ready to go anywhere. Sailing dinghy & hard bottom inflatable, 15 hp & 3 hp o/b, Givins life raft, refrig/freezer, heat/air cond., 2 auto pilots, SatNav, Watermaker, radar, weather fax, generator, ham/ssb & much more. $175,000. Call (805) 581-3429.

COLUMBIA 45 KETCH, 1974. Ready for world cruising, bay sailing or liveaboard. Loaded with equipment. Carries 200 gal. diesel, 400 gal. water. Large Perkins 85 engine. Fin keel, 4 anchors, extra sails. Ocean tested. $99,500. (916) 742-1165.

49-FT SEAWOLF, 1976. Garden design F/G ketch. Original owners, masts & rigging new. Perkins 4-108, large sail inventory. So. Pacific vet, fully equipped & ready to cruise again. Lying Honolulu. $69,000. Call Lindsay (808) 842-3084 (lv msg).

COPPER 416 PILOTHOUSE. Huntingford design/Canadian-built. Better than new, one owner, spacious cruiser/liveaboard. Includes: autopilot, furnace, refrigeration, 150 alternator, water heater, VHF, depth, log, wind, dual steering, windlass, furling dodger, mast steps, teak sole. Sausalito. $99,000. Appointment (408) 354-8343.

FREEPORT 41. Move up to luxury, new 70 hp diesel, 190 gal. fuel, 190 water. Autopilot, liferaft, self-tailing winches, radar, Loran, SatNav, 2 VHFs, DS, KM, wind inst., compass, 45# CQR w/300 ft. chain, 35# CQR w/300 ft. rode, electric windlass, 3 bilge pumps, automatic fire extinguisher, 2 160A batteries, 120A 12v power supply, AC/DC fridge, mast head lights on both masts, 12v DC fluorescent lighting, spot light, electric head, propane 3 burner stove w/oven, electric or eng. hot water shower, 3.5 kw diesel generator, plus more. $72,800. (408) 252-7391.

40-FT CHEOY LEE. Offshore tri-cabin, cruise ready, 1970 Rhodes, 50 hp diesel Perkins, autopilot, liferaft, 9 bags sails, propane stove oven, AC/DC refrigerator, windlass, glass hull, teak decks, yawl rig with ship. Long Beach. Will take trailer, boat in trade. $55,000 b/o. (213) 426-4973.

1972 CHEOY LEE OFFSHORE 40. The most beautiful sailboat in the bay area. New 50 hp Westerbeke, dual reduction transmission w/power prop. Radar, RDF, knotmeter, depth sounder, autopilot, barient self-tailing primary winches, & much more. $69,500 w/assumable financing. Call 383-8534 for additional details (lv msg).

SWAN 41 1976 S/S DESIGN. Harken roller furling, head sail, Signet instruments, SSB, Loran, Sailor RDF, VHF, Alfa 3000 autopilot w/remote, CD & cassette player, Adler Barbour refrigeration, h/c pressure water, double bunk aft stateroom, custom woodworking & various other modifications throughout. $150,000. (415) 769-0878.

ISLANDER 40-FT MOTORSAILER KETCH w/ 100 hp Chrysler-Nissan diesel, center cockpit, large aft cabin, excellent cruiser/liveaboard. $65,000 b/o. (415) 656-2304.

LIVEABOARD CRUISER with apartmentlike amenities. Islander 41, spacious tri-cabin, queen double bed & shower in private aft cabin, microwave, dryer, dinghy, etc. Will trade for approximately 30-ft sailboat in equally good condition, or lease option, or steal yacht at $75,000. Call (415) 956-1867.

42-FT CLASSIC STEPHENS MOTOR YACHT liveaboard, sunny, spacious, beautifully restored w/3 burner stove/oven, refrigerated icebox FM/stereo, pressure h/c shower, twin Chrysler Crown engines, hull good condition, needs exterior work. $45,000. (415) 435-3418 (lv msg).

PASSPORT 40, 1986. As new, cruise ready now. 55 hp Westerbeke, 650 hrs, Avon 6 person liferaft, Autohelm 5000, Apelco 9910 radar, Magellan 1000 plus GPS, Loran, VHF, ICOM M11 handheld, ICOM 735 + automatic Tuner 500 Ham radio, RDF, Fourwinds Wind generator, 135 genoa, 95 jib, storm jib, cruising spinnaker, 3 reef main, dinghy + 2.5 hp Nissan, Power Survivor 1500 watermaker, 3 EPIRBs. Most equipment brand new and loaded with spare parts. $135,000. (415) 595-3517.

41-FT STEEL 1978 KETCH. Cruise ready, HAM, Loran, VHF, knotlog, sailing skiff, 12 sails, Mercedes diesel (spare everything), Aires windvane, 5 anchors, windlass, 200 wetter, 150 diesel, doghouse. $25,000 or trade? Boat, 300 Napa St., #7, Sausalito, CA 94965, (415) 331-6418.

FOR SALE OR TRADE. 42-ft custom wooden yawl Herreshoff designed, fast solid cruiser. Excellent condition. A seaworthy boat w/classic beauty above & below. Will consider property trade. $89,500 firm. Call Bob (707) 823-9460 (eves), (707) 829-2844 (lv msg).

1990 HUNTER 42. Reduced $169,900. Center cockpit, 130 genoa w/furling, Loran, radar, windlass, inverter, 2 staterooms, 2 heads, forced air heat, W&D, microwave, TV, VCR. Beautiful boat. Fast & easy to sail. Owner anxious. Call (206) 281-8837.

1982 SCEPTRE 41. Low profile pilothouse sloop w/staysail. 1990 Pacific cup: line honors, 2nd place time corrected in Div B. Equipped for cruising and ocean racing. Fully instrumented helm station below. Radar, weather fax, Loran, SatNav, SSB, autopilot, windvane. $189,000. (415) 591-7546.

41-FT CHEOY LEE OFFSHORE KETCH. Richard design. Customized & equipped for round the world cruising. $87,000. (805) 658-7703.

40-FT LOD FIBERGLASS MOTORSAILER, center cockpit, full keel, documented, sloop rig, 5 bags sails, 9-ft whaler on davits, 24m radar, Loran, HAM, stereo, TV, VHF, 60 hp diesel, ref. & freezer, 5 perm bunks, 2 heads, 1 shower, dual station. $54,000 b/o. Call John (707) 539-1429 (lv msg).

***"REGINA"* CUSTOM 40-FT AUXILIARY YAWL.** Designed by Seward, built by Rickard 1977. Qualified for any ocean yet comfortable liveaboard. New rigging. Perkins diesel 4-108 w/only 278 hrs, 10 sails, propane stove/oven & cabin heat. Pressure h/c water, boat cover, large tankage, refrigeration, windlass, anchors, electronics, etc. Must sell this sound & documented vessel. Asking $44,000. Call Rob (415) 339-3038.

50-FT FERRO-CEMENT SAILBOAT. Great liveaboard, Sausalito berth. $15,000 b/o. 332-7933 (eves/wkends).

40-FT PINKEY SCHOONER. Gaff rigged, fir on oak, Volvo diesel. Call Doug (805) 772-1326.

MOODY 419, 1985. Centerboard, 3 private double cabins, Autohelm 6000, Loran, VHF, furling, electric windlass, refrigeration & more. Lying Caribbean, delivery possible. Photos & accommodations available. $120,000. (212) 753-8387, FAX (212) 755-4763.

NEVINS YAWL 40-FT, 1955. Classic sister-ship to *"Finesteer"*. Well-equipped for serious cruising. 12 bags sails, diesel, refrigeration, electronics, self-tailing winches, shipmate propane stove, sleeps 6, ground tackle, yard maintained. Sacrifice $35,000. Owner sick. Call (201) 356-1313.

41-FT OWENS CUTTER. Built 1950 by Hinkley. Full set of racing sails. 35 hp Kubota diesel w/450 hrs. Mahogany over cold molded plywood. Also lots of misc. gear. Drydocked & needs some work. $25,000. (805) 966-4067.

HANS CHRISTIAN 43. This is a great opportunity to own a beautiful, cruising equipped classic at an incredible price. You won't find a boat like it for $135,000. (415) 753-1815.

SANTA CRUZ 40, new sails, upgraded interior, full electronics & many extras. Race or cruise in style. Willing to trade for a smaller ULDB. VHF, SSB, Loran, autopilot, refrig., h/c water, propane, dodger, etc. $86,500. (415) 563-3753.

CRUISING CAL 40. Modified interior. On private mooring in San Carlos, Sonora. $55,000. Write or call for complete equipment list: Jim Austin c/o Bogdanski, Apdo 334, Guaymas, Sonora, Mexico. Tel: 2-11-25 (in Guaymas).

40-FT STEEL ROBERTS SPRAY CUTTER
Launched in 1988. Aries vane, Navico autopilot, Kenyon spar, tanbark sails, 35 hp diesel, 90 gallons fuel for 700 mile range, 130 gallons water. Add fuel, food and go cruising. $115,000 Call (619) 426-6353 (Brokers Welcome)

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BOATWORKS
The oldest licensed and bonded boat cleaning and detailing business on the Bay offers free estimates for spring cleaning and year round maintenance for your boat. Protect your investment. References available. Call Terri at 834-3990 today.

SPENCER 42. Yanmar 44 JHE, Furuno radar, new bottom, new rigging, refrig., dodger, VHF, Ham, SatNav, autopilot, 195 gal. diesel, 2 Avons, 6 hp o/b, + 3 page inventory list. $85,000 b/o. (415) 952-9249, 898-2151.

40-FT VALIANT PILOTHOUSE. 1980 by Uniflite. Much better than new. One owner, professionally maintained, outstanding cruiser/liveaboard. Amenities include: Wood-Freeman autopilot, Grunert refrigeration, Furuno radar & Loran, Lewmar winches, dual steering, Westerbeke 58 diesel - make this one of the finest cruisers in the NW. Call for picture and specs. Asking $185,000. (408) 371-0180.

44-FT LUDERS YAWL, 1941. Former Naval Academy training vessel. Master Mariner's classic sailboat. Mahogany/fir over oak frames. Volvo MD-11 diesel. Refastened 1985, partially restored. $25,000 b/o. Call (415) 582-0499, (415) 865-5209 (lv msg).

CHEOY LEE 40-FT MIDCOCKPIT KETCH, 1977. Good condition, teak decks, Perkins 4-108, 375 hrs, large salon, 2 cabins/heads, teak interior, pressure H_20, refrigeration, 3 burner kerosene stove/oven. New upholstery, Force 10 heater, Signet instruments, dodger, much more. $75,000. (916) 487-8501.

1975 COLUMBIA 45-FT SLOOP. Sturdy seagoing vessel. 1987 100 hp Isuzu diesel eng., Loran, 1990 Alpha-Spectra autopilot, interfaces to Loran. Comfortable liveaboard, 4 burner LPG stove & oven, water filter system, pressurized h/c water, dodger, etc. $110,000. (503) 271-2464, (503) 271-2070.

K43 - 43-FT KETTENBERG WOODEN SLOOP. 50 hp Perkins diesel, full electronics, Bendix autopilot, Avon emergency liferaft, Zodiac dinghy, nearly new sails; full boat cover, propane stove & oven. Berthed at Monterey new marina. $49,000. (408) 626-1411.

51 FEET & OVER

72-FT STEEL BRIGANTINE. Double-ender, 60 hp diesel, steel flotation tanks, 9 sails, radar, Loran, radio, DF, 1984-88 rebuilt/remodeled U.S. gov't lifeboats, oceangoing, seaworthy, sailed Pacific coast, spacious & liveable. $44,000. Call Jim Garcia (707) 252-8011, (707) 255-0631.

53-FT SLOOP, cold-molded, John Spencer design, built NZ 1982. Clipper Cup competitor with luxury teak interior. Fast, comfortable, easy to sail, great liveaboard. Ready for world cruise or TransPac race. $175,000. McKay, Box 30747, Honolulu, Hawaii 96820, (808) 845-8063, Fax (808) 524-1097.

51-FT FORMOSA 1980. Excellent condition, just returned from Mexico. Radar, GPS, VHF, SSB, EPIRB, liferaft, remote autopilot, convertible cockpit enclosure, generator, inverter, extra duty charging and battery system, SCUBA compressor, heavy duty davits, refrigeration, spare parts. (Trade?) $139,000. (805) 687-4700.

CLASSICS

SENSIBLE CRUISING YACHT. 33-ft Mason design gaff-rigged ketch. Cedar on oak. Just hauled & surveyed. She's beautiful & ready to cruise. Call (707) 374-5555 for more information.

A 27-32 OVERALL, KETCH. Monterey Bow '68 privateer. An historic antique beauty in F/G restored. New rigging, 6 sails, covered. 3,700 lbs lead inside full hull, Volvo 10 hp, shore phone & VHF, depth gauge, 4 bilge pumps, self-tending jib, 2 compasses, 3 anchors, electric kitchen, 2 life rings, sleeps 5. C.G. approved. Knowing the full story of the *"Bonnie Blue Wind"* increases daily the pride of ownership. Stop & see her at 23-23 Coyote Point. $13,900 b/o. 348-3427.

***"FLYING CLOUD,* 44'8" X 10'6" X 7',** Q class yawl, sail #Q1, built 1926. Edson Schock design. Won So Cal 45-ft championship in 1927, & Trans-Pac class in '36 & '49. Many sails & extra equipment. Now only $35,000. Call Jerry Cochran (408) 395-1500, (408) 377-5086.

38-FT RUGGED, ROOMY 1941 CROCKER KETCH, wood, 38 x 13 x 4, new sails, overall good condition, great family cruiser, $12,950 estate sale, Santa Cruz, CA. (415) 443-8889 (before 9 pm).

1955 ATKINS 38-FT *"FORE-N-AFT"* CUTTER. Professionally built. Cedar on oak, tanbark sails, 40 hp Westerbeke aux., VHF, DS, Loran, cannon, copper-nickel bottom. Surveyed in March '91. A Master Mariner boat. $28,000. (415) 373-1878.

26-FT CHEOY LEE FRISCO FLYER, diesel powered wooden sloop. In excellent condition, this sturdy boat is perfect for heavy bay conditions. She has sailed to Hawaii with 3 aboard. Much necessary equipment included. $6,000 b/o. (415) 331-5990, 233-0286.

MULTIHULLS

HORSTMAN 40-FT TRIMARAN. Launched last year. Good liveaboard, excellent condition. Consider trade. $17,995. (408) 867-4757.

50-FT TRIMARAN. 1,000 sq. ft., flush deck, steel cross-arms, 17 watertight compartments, 11 sails, diesel, hot running water, refrigerator, television, etc. Good liveaboard, sleeps 6, strong, fast. Emeryville slip. Call Jesse (408) 688-3674 or Roland (415) 420-6967.

31-FT BROWN SEARUNNER. Best of the best. 9.9 hp o/b, excellent condition, knotmeter, solar, first class joinery, construction, materials, recently hauled, stained glass cabinet front, custom logo on mainsail, well-maintained throughout. Price reduced. $17,500. Call Bob (415) 662-2314.

40-FT SEARUNNER TRIMARAN. Under construction. Mast, rigging, diesel engine, sails, portlights and hatches, steering system, stove, construction plans & materials, & much more. $25,000. Call Gene (408) 263-7633.

SEARUNNER 40 TRIMARAN. Offshore veteran professionally built, marine wood & fasteners, SS rigging, electronics & radar, solar, 6 sails, documented, ready to cruise. Will trade for motor home or real estate. Only the serious should call. Must sell, make offer. (707) 647-7537.

37-FT SEARUNNER TRIMARAN. Built 1979. Good liveaboard/cruiser/bay sailer. Mexico veteran. Sails included. New 12 hp Nissan, dinghy, stove, refrigerator, too many extras to list. $29,000. Land trade considered. Inventory, survey, & photographs available. Dennis (916) 961-6952.

VENTURE-CAT 15-FT by MacGregor. In good condition. Includes sails & trailer. Asking $600. Call Clay (415) 684-3958 (eves), (415) 684-2141 (days).

40-FT PIVER AA TRIMARAN, professionally built, excellent condition, Isuzu 36 hp diesel, cruising electronics, h/c pressure water, shore power, 6 solar panels. Asia, Caribbean, Hawaii vet. Cruise on a limited budget. Just load groceries & go. $42,500. Call Blair (415) 372-9092.

POWER & HOUSEBOATS

44-FT TUG *"HILDA"* built Coos Bay 1906. Classic documented vessel. Good hull condition, 6 cyl Chrysler diesel, Petaluma berth. $14,000. Call (707) 769-1000, (707) 575-1205.

QUALITY STYLISH DUTCH CANAL BARGE. 48-ft steel classic. Excellent condition. Low maintenance. Dry, warm. Wood paneled. Teak pilot-house. Romantic bedroom. DAF diesel engine/generator/2 large fuel tanks. Galley. AC/DC. Flash water heater. Pressure water with 2 tanks. (415) 331-2800.

47-FT LIVEABOARD. Sunny, spacious motor cruiser w/beautiful galley, microwave oven, propane stove, refrigerator & freezer, full shower & tub, washer/dryer, oak panelled interior, fully furnished, 110/12v. Hull in good condition, exterior needs work. $32,500. (707) 746-5712.

NEW CUSTOM 34-FT HOUSEBOAT. No engine but ready for inboard or twin outboards. Blunt bow design allows for 30-ft of cabin (insulated) w/ double berth staterooms fore & aft. Comfortable shower/head. Airy main saloon w/4' x 6' sun hatch. Modular interior simplifies conversion from liveaboard to possible office/studio. Wired for 110 AC, cable & phone. $14,500 b/o. (408) 633-4679.

PARTNERSHIPS

TIME SHARE - A superbly maintained 32-ft cruising boat w/none of the hassles & worries of ownership. Volvo diesel, h/c pressurized water, propane oven & range, VHF, depth, knot, battery charger, dodger. $250/month for 1/4 time or $450/month for 1/2 time. Call about my 1982 Pearson 323 located at Emery Cove Marina. Call (415) 254-1892.

OWN A SEASTAR. Be a partner in a beautiful 46-ft cutter rigged wheelhouse sailboat. This sailboat is fully equipped, furling jib, Loran, autohelm, h/c pressurized water, fully equipped galley, sleeps 10, 2 heads w/showers, stereo, TV, etc. One remaining 25% partnership. $7,000 & $425/month for 7 yrs. Enjoy this yacht & also the tax advantages of a 2nd home. Call Steve (800) 289-6697.

$225/MONTH + DEPOSIT gets you out sailing on the bay this spring & summer on a 30-ft Clipper Marine. Very comfortable boat, inboard gas engine, 3 sails, depth sounder, VHF, galley, head, etc. Great bay boat! Sleeps 5, plenty of head room in cabin. Price covers berth, maintenance & insurance. Exp. sailor preferred but will consider serious novice. Why join expensive sailing clubs? Why have a hassle getting sailing time? 568-5950 (eves).

C&C 40. Superb racer/cruiser. Extensive sail & equipment, including roller furling & Loran. 1/4 share. Great partners. $100/month operation cost. Bill (415) 948-1727 (eves), (408) 366-6565 (days).

CASCADE 29. 5 sails, Hawaii vet, San Rafael, 1/2 share. Exp'd sailor only. Needs work. Flex. inexpensive arrangements avail. 457-8279.

MASON 37. Traditional cutter imported by Hans Christian. 1/3 time-share, purchase option. Radar, Loran, Autohelm 7000, depth, speed, h/c water, color TV, microwave, spacious master stateroom. $340/month including maintenance, slip, insurance, everything. Experience, references, & deposit required. (415) 969-3069.

TIMESHARE COLUMBIA 26 MKII, clean, comfortable, well-loved, & very well-equipped. New Yamaha o/b, roller furling & rigging. Emeryville berth. Great bay cruiser or hideaway. I maintain, you sail. $150/month plus security. Call Rob (415) 652-9095 (after 5/8).

WANTED - BOAT PARTNER 1/2 CAL 3-30. Equipped with VHF radio, Loran, 2 compasses (P&S), fathometer, wind speed & direction, Atomic 4 engine, inflatable dinghy, autohelm, 3 jibs & spinnaker, new rigging. Berth Coyote Point, San Mateo. Call Ranulf Beames (415) 573-0677.

CAL 31. Opening available in 5 person group. Alameda berth. Experienced sailors or willing to learn. Call for details & a trial sail. $175/month covers all. Call Mike or Lorna 865-5147.

HAWKFARM 28-FT, active one-design fleet on the bay. 1/2 interest for sale or charter for 1 yr fee. Owner financing available. Call 937-7024 for more info.

TRADE

NEWPORT 30 MKII, 1973. Because of drought will trade down for trailerable sailboat or motorhome or sell $21,500. 5 sails almost new, wheel steering, autopilot, sounder, dodger, VHF, fireplace, etc. Beautiful cruiser, located in Clearlake. (707) 263-5039.

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40-FT SLIP IN MARINA DEL REY to trade for same in bay area this summer. We want to cruise the bay, June-August. Need 35-40 slip, with or without trade. Bob Steadman (213) 459-0083.

TRADE ISLANDER 26, 1977, inboard with 1984 electronics & sails plus cash for Islander 30 or equivalent preferably w/shower. No wood boats please or longer than 30-ft. Call Ron 826-0527.

TRADE FOR SMALLER BOAT OR PROPERTY. 40-ft aluminum pilothouse cutter, bulletproof hull, Mercedes 42 hp, dual steering station, Bomar hatches, aluminum fuel & water tanks, triple axle trailer, & more. Design your own custom oak interior. $98,500. (503) 246-8975 (eves).

TRADE OUR BEAUTIFUL HOME in the mountains, only 1 hr from Lake Tahoe or Sacramento, 2,600 sq. ft., 3 bedrooms, 2.5 baths w/spa for a motor yacht at least 42-ft. (916) 644-3883.

FREE MAINTENANCE. Sailboat looking unloved? Are you tired of wasting precious weekends slaving over the boat? Cal Sailing Club instructor will trade responsible, energetic, comprehensive boat care for sailing privileges. To get the work done, call Doug at 531-2404 now!

FOR SALE OR TRADE - our house in San Jose/ Costa Rica, valued at $65,000 for a 40 to 60-ft motor sailer in repairable or good condition. Will consider any option and have cash to make up difference. (707) 996-3718 (eves).

TRADE EQUITY IN SINGLE-FAMILY HOME for 38 to 45-ft sailboat. (408) 378-4790.

WANTED

CAL 2-25 W/INBOARD DIESEL. Please call Brian (415) 782-6466 (days), (415) 523-1465 (eves), giving all relevant details.

RAY JEFFERSON WS60 - wind speed & WD30 - wind direction gauge or other compatible with Ray Jefferson hook up. (707) 444-3979 (Eureka).

MONTGOMERY 15-FT OR 17-FT. Please call Phil (415) 846-3941. Keep trying.

IF YOU BUY MY HOUSE, I will buy your sailboat to 46-ft. Retiring developer-builder. Call (707) 433-1075.

SAILBOAT 32-FT TO 38-FT. Blue water boat, steel or fiberglass, well-equipped. Have $40,000 cash. (916) 246-7042.

CHARTS OF MEXICO, SOUTH PACIFIC, New Zealand, Australia. Call Renee (415) 329-5337 (betw. 7:30 am & 4 pm), Kevin (415) 871-5492 (after 5 pm).

WOODIE OR PLASTIC CLASSIC. Responsible, self-employed, 40 yr. old wants to buy your Folkboat, Bear, Frisco Flyer, Coronado 25, Isl. Bahama 24, etc. boats. Also needing TLC encouraged to call. Reasonable downpayment and about $400/month. Call Jim 334-5467.

SATNAV, 4-6 PERSON LIFERAFT, Caribbean charts, 3 gallons bottomkote (any color), EPIRB, taffrail log. Call Jim (415) 745-7187 (betw. 8 am & 2 pm or lv msg).

HONDA OUTBOARD MOTOR, short shaft, 9.9 hp model BF100E type SA. Must be in good condition, w/tank & accessories. Call Ernie (415) 226-1183 (days), (415) 791-5194 (eves).

SEEKING OLDER APPROXIMATELY 50-FT Chris-Craft style liveaboard - will berth in S.F. Bay. Will consider lease or lease w/option to buy. (415) 571-7350 (days).

SAILBOAT WANTED, SAILBOAT WANTED. Under 40-ft, owner finance please! Or will trade sales & telemarketing expertise for your business. Let's make a good deal - a win-win. Call Dave (408) 298-8832.

LIFERAFT in cannister wanted, about $1,000. More if offshore certified or recently repacked. (415) 969-3069.

CAN'T SELL YOUR BOAT? Why not donate it to a worthy sailing cause? By donating your vessel to UC Berkeley's Water Safety Program you'll help us to get kids & adults into the sport we love. Call Rob Anderson at 722-5924 to see just how easy it can be!

ICOM SSB RADIO/RECEIVER, Power Survivor watermaker. Contact Al Fischer, 233 Arrowhead Dr., Carson City, NV 89706.

EXPERIENCED SKIPPER WANTS TO CHARTER, rent, or time-share a 30 to 38-ft sailboat at Lake Tahoe at times during May through September. John (916) 662-1234 (days), (916) 662-8211 (eves).

MULTIHULL WANTED for cruising the bay. Trailerable, w/a small cabin preferred. I can't afford much, but if you're looking to make a quick sale, give me a call at 526-7010 (anytime).

USED GEAR

USED SAILS: Fully battened 8.5 oz. Dacron main, 2 reef points, luff: 40.25, foot: 16.25, excellent condition, $950. Like new Mylar #2, luff: 37.4, leech: 33.9, $750. (415) 236-5215.

TRAILER FOR SALE: Double-axle, 24-ft, padded runners. Very sturdy, suitable for hauling or drysailing Santana 22 or like-sized boat. Currently parked in Alameda Marina lot. $800 b/o. (415) 987-0320 (days), (415) 839-4546 (eves).

NAVIGATE TODAY! Simex (Tamaya Venus) sextant, like new, Merlin calculator, Kittredge's Self-Taught Navigation, $300. Sabot 8-ft sailboat/ dinghy w/sailing gear, $300. Evinrude 6 hp motor, $50. Avon Redcrest w/2 hp British Seagull, $650. Call Chris (408) 423-4076.

AUTOHELM 5000 AUTOPILOT. Complete w/ linear drive unit for boats to 50-ft. Remote control & hand held dodger unit, also tiller arm. $975. Call Al (415) 522-6462.

QUITTING SAILING. Selling spare gear & supplies, including anchors, safety & cruising gear, folding prop, rigging, maintenance supplies, & misc. Call Ernie for 3-page inventory. (415) 226-1183 days, (415) 791-5194 (eves).

CHRYSLER - SEA KING 4.5 hp o/b water cooled w/neutral. Under 10 hrs use. $300. Call (415) 341-7542.

YAMAHA 3 HP LONGSHAFT O/B. under 15 hrs. As new. $500. Call Michael (415) 861-4501 (lv msg).

VOLVO DIESEL, MD2B w/transmission, electric & hand starting capability. Includes marine alternator. Engine partially disassembled. Was running when removed from boat 2 yrs ago. Not freeze damaged. Good for parts or rebuild. $200. (415) 897-8209.

SEASCAN RADAR, good condition, $250. Mercury 7.5 long shaft outboard w/tank, OK condition, $90. Located Richmond Boat Works. 232-5800 (days) 841-2673 (eves).

SPINNAKER POLES: 2.5 x 12-ft (UCO), $200. 3" x 12-ft (used), $150. Winches (new): Eukes #28 S.S., $700. Eukes #22 S.S., $400. Eukes #20 S.S., $250. Eukes #18 S.S., $200. Eukes #20 Alu. S.T., $250. Barient #19 ch. S.T., $325. Call Gene (488) 263-7633.

SAILBOAT TRAILER BY SHORE LAND'R, 22-ft LOA & smaller, shoal keel, 32 rollers, single axle, surge brakes, new tires, incl. spare, lights, very rugged. (415) 649-9044.

JUST BACK FROM MEXICO: Achilles SPD4AD used 4 mos, $1,050. KYOCERA 42.7W solar panels, $200 each. Tamaya sextant, $400. Danforth 21S anchor, Jerry jugs, Suzuki 8 hp outboard, $350. Autohelm 3000 autopilot, $350. SatNav A310, $850. (707) 557-7783.

CQR 35#, $300. 200-ft high tensile 3/8" chain by ACCO, $250. (415) 574-1843.

MAST, 30-FT, spruce, w/mast step, boom, single set of spreaders. $750. Call Ted (415) 326-1430.

TAMAYA NC77 navigation computer w/instruction manuals. Nautical almanac data stored until 1999. $120. (415) 457-8236.

10 HP 4 CYCLE HONDA long shaft, good condition. $875. (707) 257-1870.

1/2 PRICE CRUISING GEAR: 6-man cannister liferaft just certified. 3-burner gimballed stoves w/ ovens (propane, 120v), depth sounders, knotlogs, VHF, Marine 2-way radio, hailer-foghorn, AM/FM stereo cassette, gimballed 3" compass, medium size winches, etc. 995-2346.

CRUISING GEAR - Just returned from Mexico. 10-ft West Marine sports boat w/8 hp Nissan, 5 mos old, $1,450. G-1000 Generac generator in box, $300. Tillermaster, $175. 550 watt AC inverter, $100. Danforth Aries compass, $80. Mexico charts & guides, Baja fuel filter. Call (916) 961-3580.

MONITOR SELF-STEERING WINDVANE, $2,000 b/o. 769-0996 (lv msg).

MISCELLANEOUS

8 HP SUZUKI O/B, new with Dolly, $600. Call 522-1561 (Alameda).

YANMAR DIESEL, 5 hp, never used. $400. (415) 564-5209.

CLUB NAUTIQUE UNLIMITED COUPLE lifetime membership - full package including all classes from Basic to Offshore Passagemaking (w/free refresher training), member charter discounts, free daysailer use, social activities & more! $3,150 (save $500) b/o. 987-4416 (msg)

CLUB NAUTIQUE UNLIMITED FAMILY membership, basic sailing to offshore cruising courses. Big savings, resell when finished. $3,250. (415) 482-8443.

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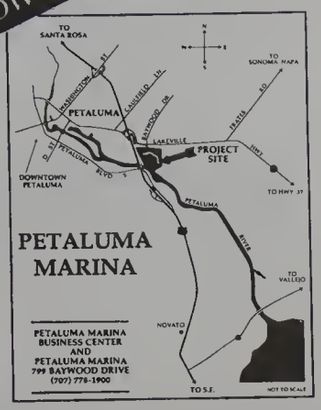
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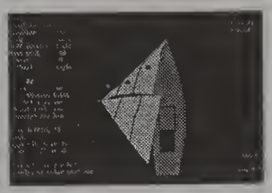
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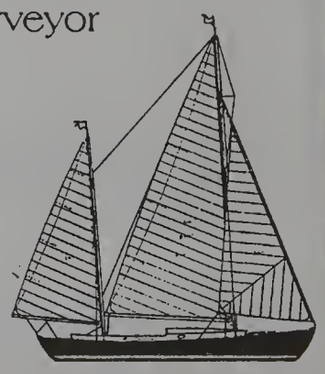
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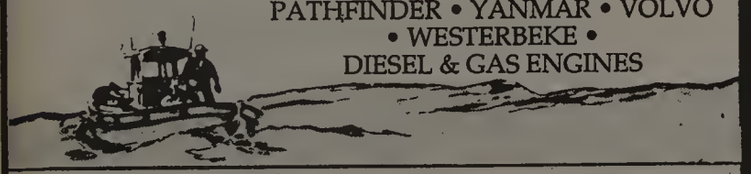
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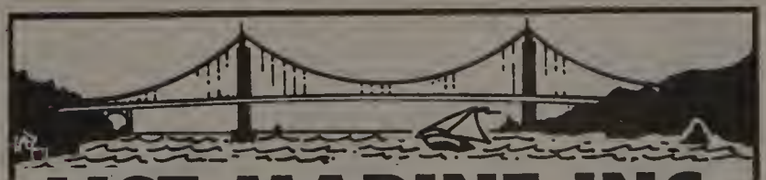
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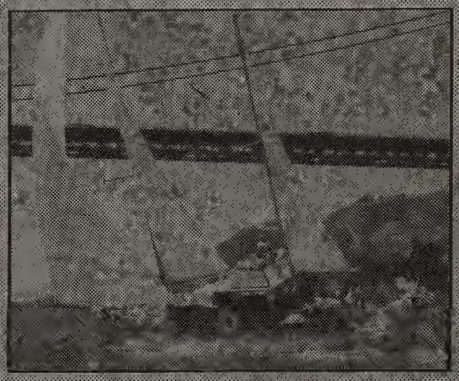
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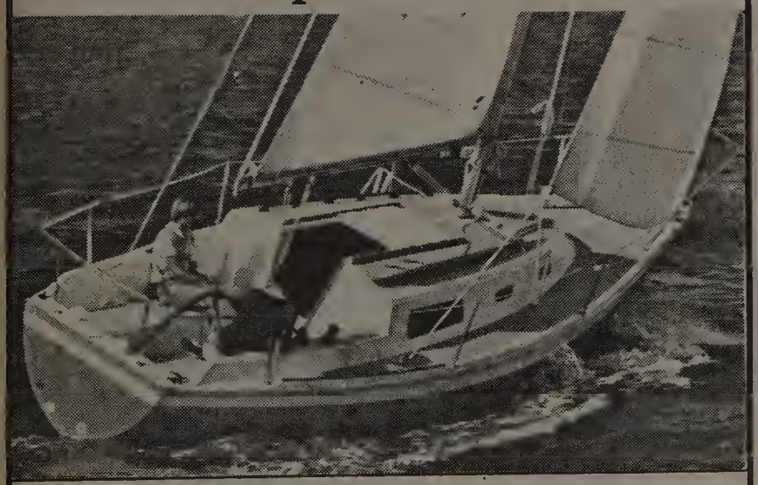
SELECTED SAIL BROKERAGE

24'	MARTIN Full Race	7,200	
24'	YANKEE	10,500	
25'	FRISCO FLYER	8,700	
25'	PACIFIC SEACRAFT	17,900	
26'	S-2 w/trailer	16,500	
27'	VEGA	9,500	
27'	CATALINA 27	OFFERS	
27'	CAL 2 27	16,500	
28'	CAL, 1967	11,000	
28'	ISLANDER	19,500	
29'	COLUMBIA	15,500	
29'	CAL 2-29	22,500	
29'	ELITE	29,000	
30'	SANTANA 30-30	38,500	
30'	BRISTOL	30,000	
30'	H-28	18,500	
30'	ISLANDER BAHAMA	38,500	
31'	CHEOY LEE Ketch	24,900	
31'	COLUMBIA 9.6	30,500	
31'	PETERSON	10,000	
32'	CHEOY LEE M/S	55,000	
35'	JASON 35	49,950	
35'	YAWL, *Tere*	52,750	
36'	CHEOY LEE	57,000	
37'	RANGER	42,500	
37'	GARDEN Ketch teak	67,500	
38'	FARALLONE Clpr 3 from	29,900	
38'	KETTENBURG	10,500	
39'	FREYA	2 from 67,000	
39'	DBL ENDED KETCH	20,000	
40'	CAULKINS	65,000	
40'	YAWL	75,000	
40'	RHODES Sloop	20,000	
41'	CHAPELLE Schooner	60,000	
41'	CHEOY LEE Ketch	119,000	
44'	CHEOY LEE Ketch	110,000	
44'	CSY Cutter	99,000	
44'	HARDIN Ketch	98,000	
44'	PETERSON	105,000	
44'	VAN DE STADT	39,750	
45'	CORONADO Sloop	49,000	
45'	STEPHENS *Pajara*	35,000	
46'	GARDEN Ketch	89,500	
50'	RHODES Sloop	110,000	
58'	SLOOP *Sabrina*	99,000	
60'	*Jonathan Swift* Stl Slp	85,000	
65'	SLOCUM SPRAY	97,000	
84'	STONE Schooner	135,000	
95'	ALDEN Schooner	335,000	

SELECTED POWER BROKERAGE

20'	LUGER	7,500
25'	ALBIN	9,850
28'	MONTEREY	11,000
30'	SEARAY, Loaded	39,500
34'	LABRUZZI, Classic	50,000
36'	NEWPORT TRAWLER	69,950
36'	STEPHENS	18,000
37'	HERSHINE Trawler	72,500
42'	CHRIS CRAFT	89,900
42'	GRAND BANKS	175,000
43'	STEPHENS, Tri cbn, dsl	48,000
47'	CHRIS CRAFT	187,500
48'	DUTCH BARGE, lvbrd	64,900
51'	HACKERCRAFT classic	Inquire
51'	MOTOR YACHT	350,000
57'	TRAWLER	149,900
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61'	CHRIS CRAFT	225,000
70'	KALLIS, classic	189,500

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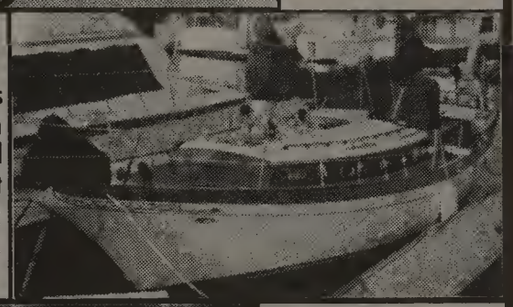


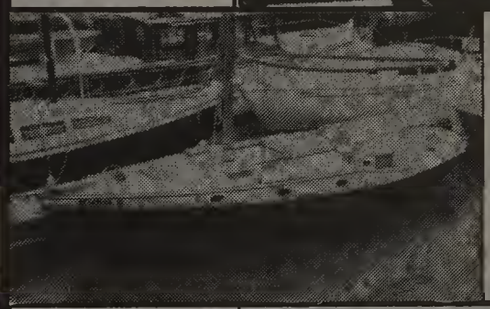
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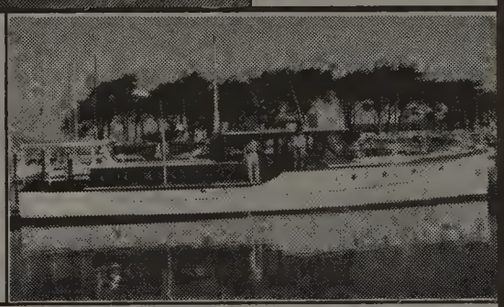


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SAIL - Partial List

69'	BALTIMORE CLIPPER SCHOONER, our docks	Ask $125,000
58'	STEEL KETCH, cruise equip	$250,000
45'	STEEL CUTTER, must sell	$117,000
44'	CSY CUTTER, cruise/liveabord, our docks	$ 99,000
40'	YAWL, quality F/G & teak	Ask $ 79,500
39'	FREYA,	two from $ 65,000
36'	STEEL SLOOP, Atlantic vet	Try $ 22,000
33'	SWIFT	Try $ 45,000
33'	TAHITI KETCH, cleaft, our docks	MAKE OFFERS
33'	PEARSON VANGUARD	Try $ 20,500
32'	WESTSAIL, loaded	$ 49,000
30'	BRISTOL KETCH	$ 30,000
30'	NEWPORT, new bottom job, our docks	Try $ 10,500
27'	ALBIN VEGA SLOOP	MAKE OFFERS
26'	S2, our docks	$ 14,000
25'	CAL, o/b, our docks	$ 2,500
23'	BEAR, new keel bolts and bottom job, our docks	$ 3,500

POWER - Partial List

70'	FANTAIL CLASSIC	TRY $180,000
50'	DE FEVER OFFSHORE STEEL CRUISER	$185,000
48'	DUTCH BARGE, Liveaboard	$ 64,500
43'	STEPHENS CLASSIC 1930 twin diesel	$ 25,000
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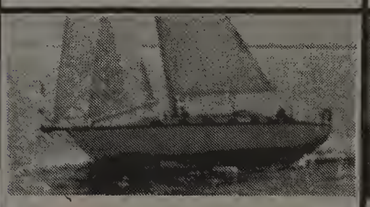
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42' H/RASSY, 1982	$185,000	34' PEARSON, 1984	$55,000
41' ISLFREPT, 1979	$75,000	31' SEA FARE	$27,500
40' SANTA CRUZ, 1985	$89,000	30' CATALINA, 1978	$28,500
40' C&C, 1978	$55,000	29' BRISTOL, 1967	$24,500
38' CATALINA, 1984	$55,000	29' J/BOAT, 1984	$38,000
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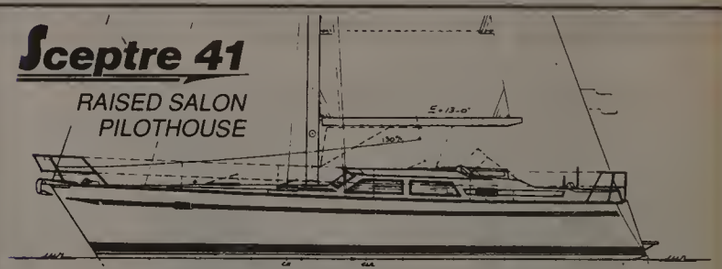
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27'	O'DAY, '76	$ 9,500
27'	CATALINA, '71	$ 11,500
27'	ISLANDER, '83	$ 27,000
27'	SANTANA, '72	$ 11,600
28'	BUCCANEER '64	$ 8,500
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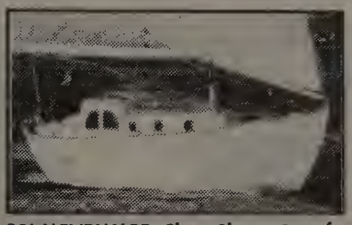
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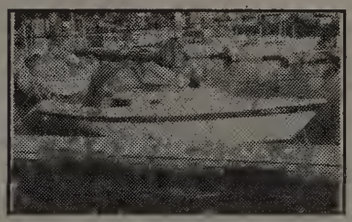
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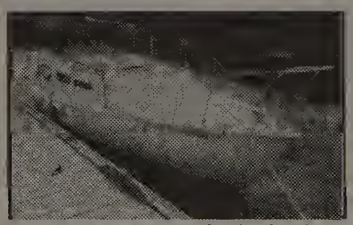
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22' Catalina (4)
22' O'Day 222
23' O'Day
23' Ericson
23' Islander
23' Rob Roy Yawl
24' Neptune
24' Moore SC
24' Wavelength
24' O'Day 240
25' Catalina (2)
25' MacGregor
25' Santana 525
26' Ranger SOLD
27' Balboa (2)
28' Lancer

SELECTED BROKERAGE
Without Trailers

14' Sunfish (2)
14' Force 5
24' Yankee Dolphin
25' Tanzer
26' Nonsuch
26' Ranger (2)
27' Cal
27' Ericson
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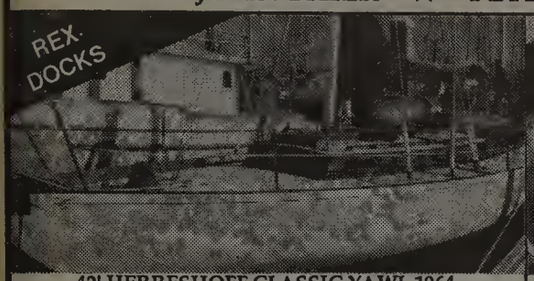
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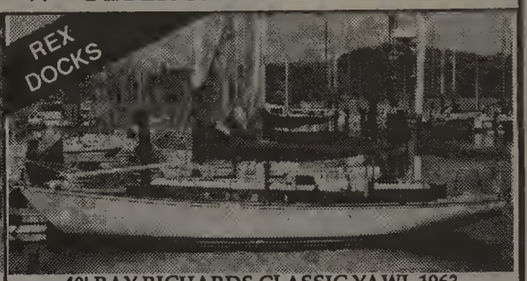
★ JOHN BAIER ★ PETE FROMHAGEN ★ TOM RAFTER ★ PETER SHEPPARD ★



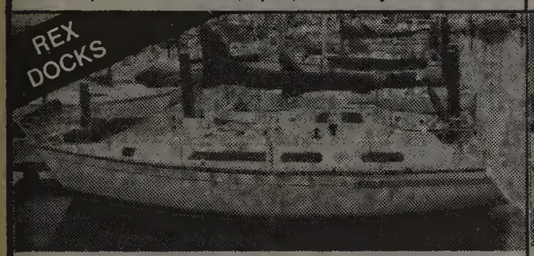
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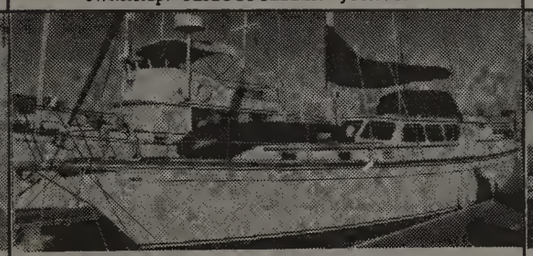
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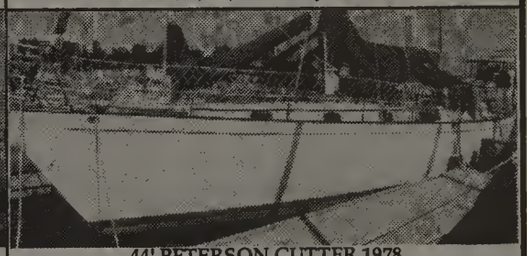
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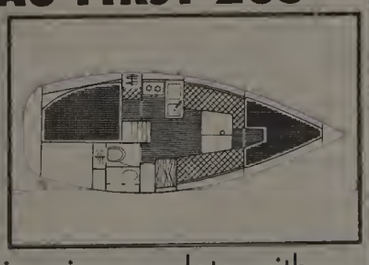
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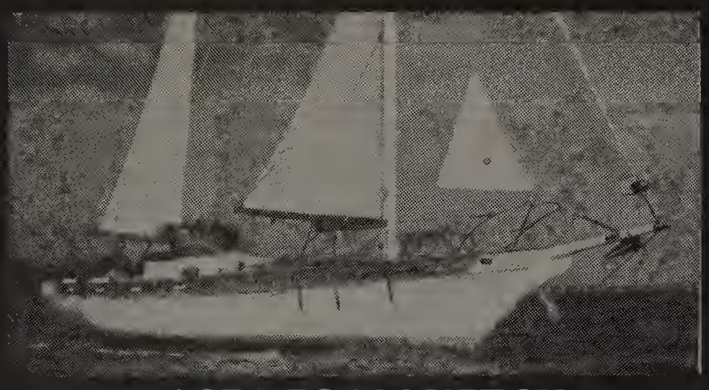
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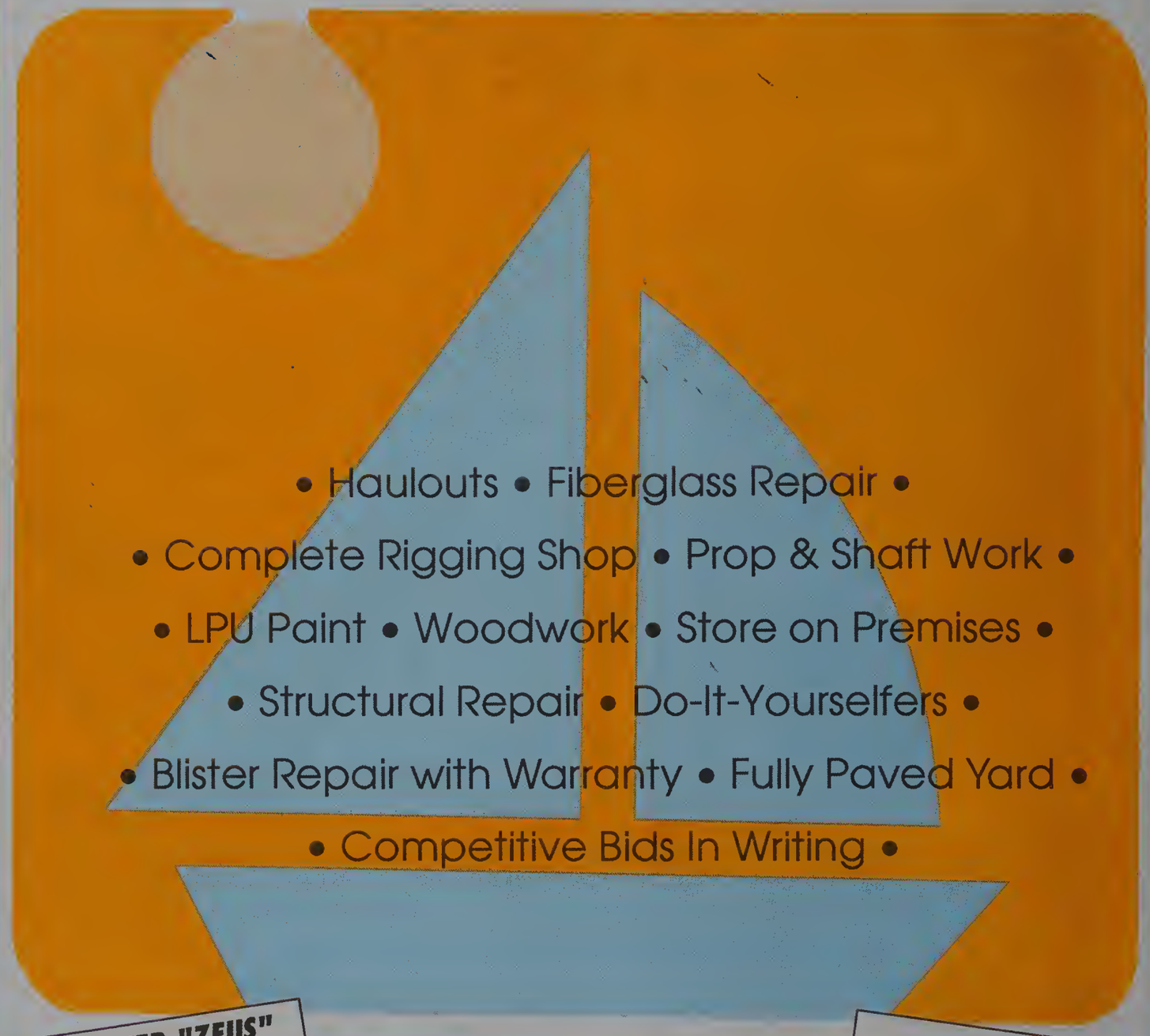
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